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# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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NAVPER5-0

APRIL 1953



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NUMBER 434

VICE ADMIRAL JAMES L. HOLLOWAY, Jr., USN  
The Chief of Naval Personnel

REAR ADMIRAL JOSEPH F. BOLGER, USN  
The Deputy Chief of Naval Personnel

CAPTAIN ROBERT W. WOOD, USN  
Assistant Chief for Morale Services

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LCDR F. C. Huntley, USNR, Editor  
John A. Oudine, Managing Editor

### Associate Editors

LT A. P. Miller, Jr., USNR, News  
David Rosenberg, Art  
Elsa Arthur, Research  
French Crawford Smith, Layout  
G. Vern Blasdel, Reserve

• FRONT COVER: Easter services were attended by crewmen on board *uss Taconic* (AGC 17) while en route to Norfolk last year. Richard Pollak, CSSN, is seen singing during service.

• AT LEFT: Navyman gets an exciting, but safe, ride during transfer by highline between a tanker and *uss Missouri* (BB 63).

CREDITS: All photographs published in **ALL HANDS** are official Department of Defense photos unless otherwise designated.

# Atomic Age Goes Beneath the Surface

IN 1800 several representatives of Napoleon Bonaparte watched a wooden-hulled "submarine" maneuver about the mouth of the Seine River. What they were seeing was a demonstration of the American Robert Fulton's *Nautilus*, a three-man submarine. Propulsion for this craft was furnished by a hand-cranked propeller and an umbrella-like sail.

The French liked Fulton's craft and voted him 10,000 francs for improvements. But even with refinements, Fulton realized that he was still a long way from an effective means of submarine propulsion. Returning to America, he turned his attention instead to the study of steam for ship-propulsion power. These experiments led not to another submarine at all, but to the steamer *Clermont* and world fame.

Till the last, however, Fulton was keenly interested in submarines. As a matter of fact, when he died in 1815 he was working on an 80-foot long submarine which would be driven by steam.

Fulton had touched on three possible forms of submarine propulsion—but they were three out of many. In all, submarines have been driven by more types of propulsion probably than have any other type of craft. And now, with two atomic-powered submarines on the building ways, nuclear power promises to add yet another.

Through the years submersibles have been propelled by—

- Hand cranked propellers.
- Hand cranked wheels riding on the ocean floor.
- Collapsible sails.
- Steam engines using steam pre-stored in flasks.

- Steam engines using stoked fires.
- Gasoline engines.
- Electric storage batteries.
- Diesel engines.

Today—and as they have been for the past 40 years—Diesels are the main form of submarine propulsion and every U.S. sub has them. Diesels can drive our fastest subs more than 20 knots on the surface and 15 knots submerged. They do all right when it comes to endurance, too. Not long ago, *uss Pickerel* (SS 524) made a submerged run of 5200 miles from Hong Kong to Honolulu. Air for *Pickerel's* engines for this 505-hour run was supplied by her snorkel which rode at the surface.

To get an idea how far submarine propulsion has come in 150 years, it is necessary only to compare two submarines named *Nautilus*. Hull-down in the past there is Fulton's sail-rigged, hand-cranked craft. Just over the horizon, in the future, there is the sleek nuclear-powered SSN 571, now taking shape at Groton, Conn.

Considering the primitive conditions, Fulton's brave little craft got along rather well. Moved along by hand power, it made a submerged run of 50 yards in seven minutes. It could descend to 25 feet and stay there an hour.

In contrast, according to Rear Admiral Homer H. Wallin, usn, Chief of BuShips, the new *Nautilus* will have the following capabilities:

- The nuclear-powered *Nautilus* will be able to stay at sea and beneath the surface of the sea for months without refueling. She will be able to move vast distances without once showing herself.
- *Nautilus* will have speed enough



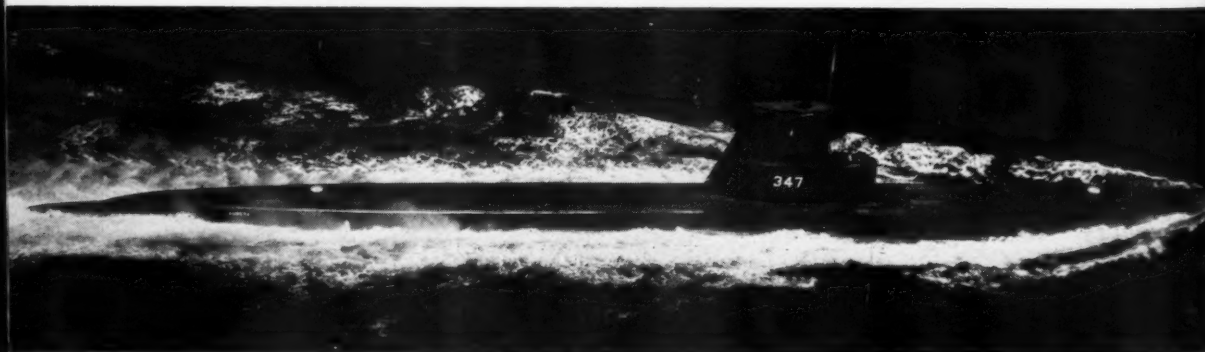
EYES GLUED to periscope, officer estimates 'enemy' ship's course before ordering torpedo launching.

to engage any surface craft and endurance enough to continue the chase indefinitely. The submarine will be able to cruise deeply and silently so that any enemy will have great difficulty locating her and even greater difficulty damaging her. There will be no throbbing of engines, no exhaust bubbles, no surface wake to disclose the submarine's movements.

In short, anything a conventional submarine can do, an atomic-powered submarine would be expected to do better.

Many persons probably have an

USS CUBERA (SS 347) cuts through the water at fast clip. Modern subs are far cry from early hand-powered craft.





idea that such an "atom sub" will carry a "little black box" in which atoms will be exploded. And that the explosions will somehow drive the ship. Not so.

Actually a large part of the SSN's power plant will be similar to components found in ordinary surface ships—particularly those having to do with transferring steam energy through turbines and gears to the propellers. The big difference between SSNs and the guppy or fleet types of today will lie in their source of power.

The guppy, of course, uses Diesel engines for its main power source. In this method, the burning oil drives the engines which are coupled to generators. The power from the generators is applied to main motors directly connected to the propellers. When submerged too deeply for its snorkel to breathe air, the ship's electric storage batteries take over and electric energy from the batteries, translated through main motors drives the propellers.

On the other hand, *Nautilus* and her sister submarine, *uss Sea Wolf*, will use atomic energy as their power source. If there is any "little black box" involved, it is the not-so-little reactor. This is an Atomic-Age apparatus that releases atomic energy at a controlled rate.

*Nautilus* will use slow-speed "thermal" neutrons to carry out the chain reaction called atomic fission. Great amounts of heat are created in the chain reaction process.

The trick is to take this heat and put it to good use. In the relatively small space provided by a naval vessel this is no easy task. *Nautilus'* engine plant starts out by drawing off some of the heat from the reactor by means of water (coolant) pumped through pipes at high pressure. This hot water is carried to a boiler where the heat is again transferred to another water system—the feed water system.

In the feed water system, the heat is converted to steam. It is this steam that will drive the sub's high and low pressure turbines. In turn, the spinning turbines — through reduction gears — drive the propellers.

Not all the steam is used for the main drive, however. Some of it is fed to turbo-generators where it is used to produce electric current. After doing these jobs, the condensed steam is pumped back to the boiler again for re-use.



ONE OF SEVEN Adder-class 'A-type' subs, USS *Moccasin* (SS 5), commissioned 1903, weighed 120 tons, made 8 knots on surface, 5 submerged.

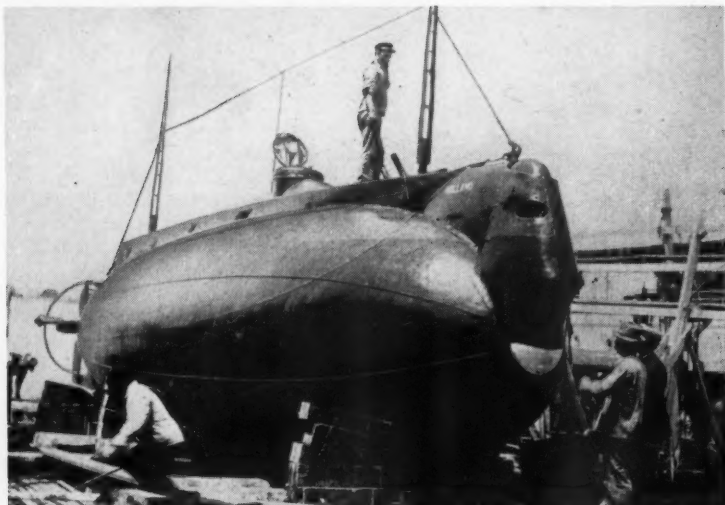
*Sea Wolf* will do the job a little differently in one phase of her steam plant operation. Instead of using water to take heat from the reactor, *Sea Wolf* will make use of liquid metal as her heat transfer agent. (This should give you some idea of the high temperatures involved.) Also, her "intermediate-type" reactor will use higher speed neutrons than those used in *Nautilus'* thermal type. Other than that, *Sea Wolf's* power plant will be similar to that of *Nautilus*.

If, through an "engine failure" or because of a maintenance overhaul, the nuclear power submarine's steam plant should become temporarily inoperative, she will be able to shift to an alternate power system. As planned, SSNs will have a Diesel engine-electric battery power system similar to that of the guppy-type submarine.

To protect the crews from dangerous radiation, heavy shielding will be built around the SSNs' reactors. In



EVERY INCH COUNTS on board a submarine. Here, quartet of sailors enjoys a steaming cup of coffee as telephone talker awaits orders in background.



NAVY'S FIRST submarine, USS *Holland*, carried three short torpedoes. *Holland*, commissioned 11 April 1900, boasted surface speed of 5.7 knots.

addition, a monitoring system will be installed to sound the alarm should radiation rise unexpectedly.

For further protection, crewmen will use portable radiation-detection equipment to check corners out of the reach of the fixed monitoring units. Crewmen of *Nautilus* and *Sea Wolf* will also wear pocket "dosimeters" which will be checked regularly to insure that no man receives more than a "tolerable" radiation exposure.

Since SSNs are designed to operate under water far longer than other subs, they have an increased amount of auxiliary equipment for ventilation, air conditioning and carbon dioxide elimination.

SSNs will have another unique feature in the ability of their main propulsion plant to operate without an air supply.

"What about electric storage batteries? . . . They don't need air," you might say.

That's true, but except for a few experimental-type subs in the last century, batteries have never been more than a secondary power source. And in today's subs, batteries must be recharged from a power source calling for an air supply.

From the very earliest, air supply has been a problem in submarine propulsion.

One of the early steam types of the 1870s, prior to a submerged run, would stoke up and store steam in its boiler. It looked good on paper, but when the sub was "buttoned up" for

diving the heat made the interior unbearable for the crew.

An ingenious Frenchman in the last century tried to overcome the no-air difficulty by supplying air to the furnace with a special mixture of potassium and sodium nitrate. Also good on paper, it failed to work in practice.

In the 1880s, storage batteries began to be put to good use for submerged sub propulsion. Back then they were known as "electric accumulators" and were used for sub-surface running. Oil stoked steam engines took over the propulsion for surface running. Substitute Diesel engines for the old steam engines, leave in your electric batteries and you have the

basic power system of today's submarine.

With one type of propulsion for surface operation and another type for submerged operation, the immediate forerunner of the present-day submarine now made an appearance.

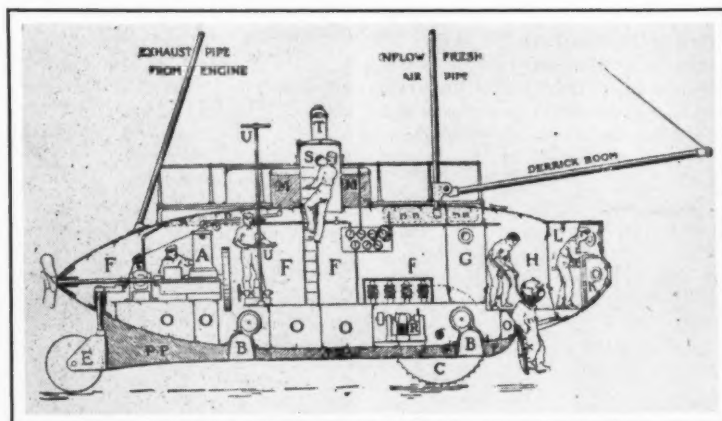
This was *uss Holland*, the Navy's first commissioned submarine and the first in any Navy to fire a torpedo. The year was 1900.

Known as a "submarine torpedo boat," *Holland* was one of the first of the then "new-type" and carried internal-combustion gasoline engines rather than the customary steam engines for main propulsion. The design of the gas engine's muffler box and valve arrangement was such that the engine was able to discharge its gases overboard. When it submerged, *Holland* shifted to electric motors supplied by 60 electric storage battery cells.

Little *Holland* was a success and the Navy in 1903 commissioned seven more of a similar design. Designated the *Adder*-class or "A-type," each weighed 120 tons, made eight knots on the surface and five knots submerged.

Advances in design and operational ability now started to come fast. The "B-type" boats of 1907 could make eight knots submerged. The "C-type" of 1909 brought in twin-screw drive and stepped the surface speed up to 11 knots. Last of the gasoline powered craft was the "D-type" of 1910. These could make 13 knots surfaced and 12 submerged.

Diesel engines were first used by the Navy on the "E-type" submarines of 1912. The Diesels were a big im-



LONGITUDINAL SECTION of 'Lake submarine boat,' *Argo*, shows tiny living quarters, hatch for divers, and wheel for propulsion on undersea terrain.

provement over the "rock crushers"—as the preceding gasoline engines were dubbed. For one thing they eliminated much of the physical discomfort from fumes and exhaust gases of the gas jobs. The E-boats were good operational boats, too, fast for the period and long on cruising range. The first of her class, the E-1, is considered the smallest submarine to cross the Atlantic under its own power. She did this early in the war.

During World War I, U.S. submarines had patrol as their primary mission. Serving in European waters with the E-boats were boats of the K, L, and O classes of 1914, 1916 and 1918.

Interest in research and development of submarines was greatly stimulated during this wartime period. And research after the war was given a boost when six of Germany's most modern U-boats were given to the U.S. Navy.

Historically speaking, the period from the end of World War I to the end of World War II was one of improvement on the existing product. Another large step forward came in 1946, however, when American subs began to mount the Dutch-designed, German-improved snorkel. To modern submariners, the word "snorkel" is almost always associated with the word *diesel*. Here's why.

The purpose of the snorkel is twofold. Not only does it supply air for the diesel engines and the crew, but it exhausts the diesel engine exhaust gases external to the pressure hold. The snorkel consists of two tubes. One, the air intake tube, protrudes above the surface. The other, the exhaust tube, terminates slightly below the surface. The air intake tube is topped with a "head valve" which closes automatically if the submarine begins to dive deep, thereby preventing flooding of the submarine.

For deep cruising, propulsion is taken over by powerful electric batteries which are charged by the diesels when the sub is surfaced or running shallow.

It is this combination of air-breathing diesels and electric batteries that enables the 1600-ton, 262-foot long *Tang* class subs of today to make improved surface and submerged speeds.

In other respects the Navy's submarines have gone forward as follows. Their surface horsepower and submerged horsepower are greater than the 50 horsepower (both sur-

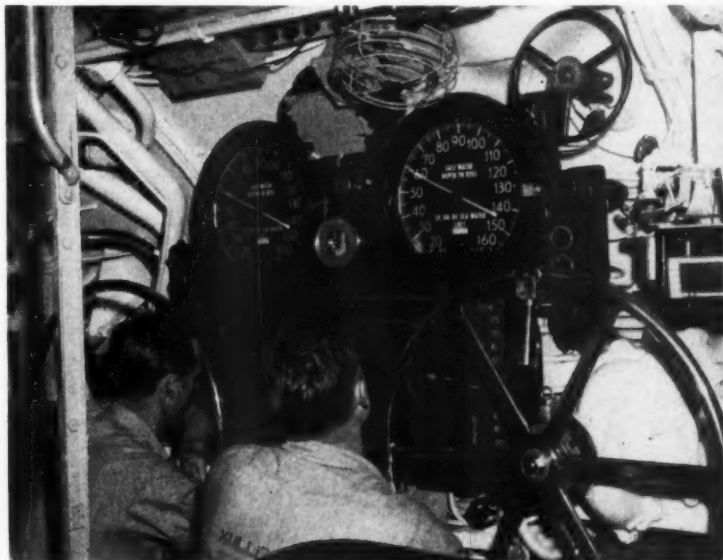


**SAILOR STUDIES** for upcoming advancement in rating exam while his buddies relax in card game in submarine's combination mess and recreation room.

faced and submerged) of the first submarines. Crew size has increased from nine or 10 to more than 80. Torpedo armament has jumped eight-to-10-fold. And where a 60-foot dive was the limit for *uss Holland* of 1900, the latest types are designed to go much deeper. Living conditions have improved immeasurably. As for cruising range, the latest types can cruise some 25 times the early distances.

Of all these factors perhaps the

most difficult to improve upon in ship design is speed. In these years speed has increased only three times. Cruising range would probably come next. These two are factors which the Navy's submariners will look forward to during the sea trials of the abuilding SSNs. If all goes well, the nuclear subs will put the gas-burning A-boats of 50 years ago in a class with Fulton's sail-driven submarines.—W. J. Miller, QMC, USN.



**MEMBERS** of crew of *USS Guavina* (AGSS 362) watch gages as submarine cruises at depth of 60 feet beneath surface near San Francisco's Golden Gate.



# THE WORD

## Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **CLAIMS FOR PERSONAL EFFECTS**—A new law makes several changes in the Navy's authority to consider claims of military personnel and civilian employees of the Department of the Navy for damage or loss, destruction, capture, or abandonment of personal property occurring incident to their service, or authority to replace such personal property in kind.

The Military Personnel Claims Act of 1945 as amended by the 82nd Congress imposes a \$2,500 limit on any one claim and authorizes new claims arising since 7 December 1939 to be submitted within two years from date of damage or loss or by 3 July 1953 whichever is later. However, it also authorizes reconsideration of claims disapproved because of late filing, or where survivor previously acquired no right of recovery—provided that written request is made by proper claimant before 3 July 1953.

The law also points out that claims covering loss of personal effects by deceased Navy personnel must be submitted by their survivors before 3 July 1953, if the death and loss occurred prior to 3 July 1952.

The law further permits consideration of new claims and the reconsideration of claims previously submitted but not approved, where the loss of property was concurrent with or subsequent to the Navyman's death on or after 7 December 1939.

Payment may be made to a surviving spouse, child or children,

father and mother, or brothers and sisters of the deceased in that order of precedence.

Where serviceman's death and loss of personal property occurs after 3 July 1952 claims must be submitted within two years after the date of death.

Claims forms should be requested from the Chief of Naval Personnel (Attn. Pers E3), Department of the Navy, Washington 25, D. C. The claim form and specific instructions on how to complete the claim will be forwarded by BuPers.

• **CHECK YOUR RECORD**—Navyman soon to be separated from the Naval service are advised to read over "Your Enlisted Service Record—Why It Should Be Maintained Accurately" in the July 1952 *ALL HANDS*. This article explains the importance of accuracy in your service record.

Your record, for example, may be needed in establishing Veterans Administration claims for pension, disability treatments and hospitalization. Or it may be needed in establishing state bonus claims, school credits or employment preference.

One of the leading matters at hand for a man soon to be separated is his mustering out pay. Since this varies (\$100 to those with less than 60 days active duty; \$200 for those with more than 60 days who didn't serve outside the continental U.S.; and \$300 for those who did), it is important that there be an accurate accounting of

the periods of duty you served at sea or outside the continental U.S.

If sea and overseas duty entries are missing or incorrect, you may be deprived of your mustering out pay. If the entries are incomplete or incorrect on arrival at the separation activity, you could be delayed in separation. A spot check of these entries on your part may save you later from an improper payment or undue delay.

The time to check your record is not at the separation activity but while you are serving at what will be your last permanent duty station. Your division officer will help arrange an opportune time for you to see it.

• **NATIONAL SECURITY MEDAL**—A National Security Medal, to be presented to those persons who perform outstanding deeds in the field of intelligence, has been established.

The National Security Medal may be awarded to any person, without regard to nationality, including members of the armed forces of the U.S., such as Navy personnel attached to the Office of Naval Intelligence. The decoration is to be presented for "distinguished achievement or outstanding contribution in the field of intelligence relating to the national security of the U.S." on or after 26 July 1947.

The Office of Naval Intelligence and other government intelligence agencies may recommend the award for foreign persons who contribute vital intelligence information to the U.S.

All recommendations for the National Security Medal are to be submitted to the Executive Secretary of the National Security Council. The decoration is to be presented in the name of the President of the U.S. and may be awarded posthumously.



PASS THIS COPY ALONG—Nine others want to get on the right track by reading this issue of *ALL HANDS*.



• **OFFICER'S PHOTOS**—Naval officers are reminded that although they don't much care whether they have an up-to-date photograph of themselves or not, the Navy does.

A recent photo of every naval officer should form a part of his official record where it is filed in his Fitness Report Jacket. Photos are required for several reasons. It may be needed for publicity (you can never tell when you'll hit the front page), or for historical purposes, or for identification.

Officers should submit a new photograph of themselves on the following occasions: Upon original appointment to commissioned or warrant grade; upon acceptance of each appointment to the next higher grade; in any event at least every ten years; and upon transfer to the permanent retired list.

So, if you have nothing later in your record than a picture of yourself as a pink-cheeked midshipman, here's what to do:

(1) Have a good photograph taken. Tell the photographer you want a print four by six inches in size and unmounted.

(2) Print on the back of it (being careful not to press through and deface the photograph) your full name, grade, corps and the date. Don't send in a group picture—the Bureau is interested in you alone.

(3) Forward the photo to the "Chief of Naval Personnel, Attn. Pers E2, Department of the Navy, Washington 25, D. C." Back it up with a light pasteboard and mark on the envelope "Photograph—Do Not Bend."

• **REGULAR NAVY COMMISSIONS**—The applications of certain Naval Reserve officers and temporary USN officers for appointments as commissioned officers in the Regular Navy are now being considered as they are received by BuPers. Previously they were considered every six months.

Male and female officers serving on active duty who meet the qualifications set up by BuPers Inst. 1120-12A, 13 Feb 1953, may submit applications as they become eligible and without reference to deadline dates. Deadline dates had been established by the previous directive governing the "Regular Navy Augmentation Program." (See ALL HANDS, February 1953, p. 8.)

Applicants must have been serving on active duty at least six months

prior to the date of forwarding of application. Also, they must have had not more than five years total commissioned service on 1 July of the year in which the application is submitted. There is no total commissioned service requirement for officers of the Nurse Corps Reserve.

Active commissioned service requirements vary as listed below. (Service dates back from date of receipt of application in BuPers.) Ensigns should have 12 months active commissioned service; lieutenants (junior grade) should have 18 months and lieutenants of the Nurse Corps Reserve should have 36 months.

• **KOREAN BATTLE STAR**—An additional engagement star has been authorized for the Korean Service Medal. Known as "K-9, Third Korean Winter," it covers the period which began 1 Dec 1952 and which will end at a date to be determined later.

When ships or units receive notification from Commander Naval Forces, Far East, that they have earned the medal (and star), eligible personnel become entitled to add it on their ribbon. The last engagement star authorized was "K-8, Korean Defense—Summer-Fall 1952." It covered the period from 1 May to 30 Nov 1952.

• **PREPARATORY SCHOOL**—Young Navymen who wish to prepare for the Naval Preparatory School's preliminary examination should consult BuPers Inst. 1530.18 of 29 Jan 1953. This Instruction lists applicable USAFI texts and courses which are recommended for candidates for the Bainbridge, Md., school.

Texts and courses may be obtained from Information and Education officers. Two types of study material are available. One type consists of educational manuals, which are designated either for self-study or classroom use. The other consists of correspondence courses which provide less on grading service.

Subjects covered are algebra, geometry, English and history. A candidate may study through either type of material, depending upon the kind of work needed, the level of work needed and upon his own preferences. The Instruction advises, however, that the average student who desires the most complete coverage of a subject will probably prefer correspondence courses.

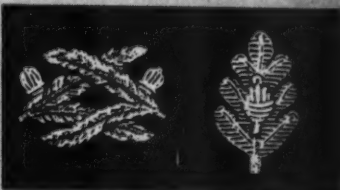
## QUIZ AWEIGH

An apt sailor can rapidly acquire the art of deck seamanship. Unfortunately, however, he can just as rapidly forget this knowledge during a period of non-application. Following is a brief refresher quiz



1. An important navigational instrument is this (a) stadimeter, (b) sextant, (c) pelorus.

2. Commonly used when ships are steaming in formation, it (a) determines a ship's speed, (b) determines true and relative bearings, (c) measures the distance from one ship to another.



3. Here are two Corps devices. The one at left is for the (a) Civil Engineer Corps, (b) Dental Corps, (c) Supply Corps.

4. The device at right is for the (a) Dental Corps, (b) Supply Corps, (c) Medical Corps.



5. These sailors are "tight-rope" a (a) boat davit, (b) mooring boom, (c) boat boom.

6. Its chief purpose is to (a) prevent the boat from pounding itself against the side of the ship, (b) enable the boat's crew and liberty party to enter the boat quickly, (c) prevent the boat from being crushed when the ship swings.

ANSWERS TO QUIZ ON PAGE 57

# FEDCU One Fight an Unseen Enemy

ONE day early in March 1951, the Communist-controlled radio at Pyongyang, North Korea, went on the air with propaganda charges that the American Navy was conducting biological warfare experiments on prisoners of war off the coast of North Korea.

Other lurid reports declared that the United Nations forces were engaged in "germ warfare" and that this warfare had resulted in the deaths from bubonic plague of thousands of North Korean civilians as well as Red troops.

U.N. commanders in the field, hearing the propaganda broadcasts, were worried. They were worried not so much because of the broadcast itself—they had heard many similar broadcasts as bad or worse. They were worried rather about the mention of the words "bubonic plague."

Intelligence reports had already reached the U.N. officers that some kind of an epidemic was running rampant among North Korean civilians and Red troops. Could this epidemic be the dread plague? If it was, every soldier in the U.N. armies, and perhaps South Korean civilians as well, would have to be inoculated to prevent the plague from spreading through the Allies' own lines.

There was only one thing to do: Find out. Since U.N. medical men lacked details of the symptoms of the epidemic, it was necessary to get firsthand accounts from North Korean victims. To do this, a qualified observer must be sent back behind the enemy lines to find out for himself.

Brigadier General Crawford F. Sams, the Army's Chief of Public Health and Welfare, was selected to get the facts and present them to the

U.N. commander in the Far East.

One of his first moves in planning the audacious expedition was to call on the Navy to get him there. He had heard of the unique disease prevention ship, *LSI(L)* 1091, the Navy was operating in the area.

Could the Navy take him and a Korean Army doctor and an interpreter to a beach some 50 miles inside the lines and bring them back? "Affirmative," came back the answer.

The Navy was well prepared for its part in the mission. Remembering that typhus and allied diseases have caused more military defeats than all the generals in history, both Army and Navy medical authorities had stressed effective control measures even before the Korean struggle began. The result was a new floating medical research laboratory installed aboard a landing craft, the *LSI(L)* 1091. Her staff of 26 officer-scientists and enlisted technicians was designated *Fleet Epidemic Disease Control Unit One* (FEDCU ONE).

General Sams and his Korean aides boarded *LSI(L)* 1091 at Pusan and the ship got underway for Wonsan harbor to the north. As they headed for the objective, Commander Joseph M. Coppoletta (MC), USN, and his Navy medical staff, and Lieutenant George P. Miller, USN, skipper of the ship, joined the General in a discussion of ways and means.

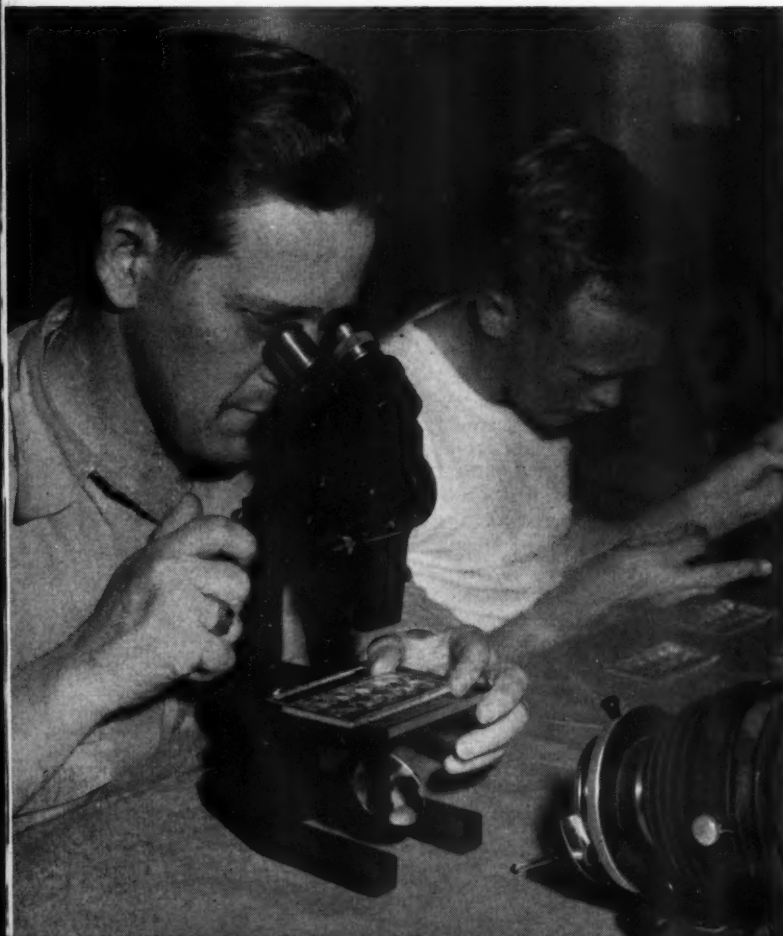
Commander Coppoletta assured General Sams that the landing craft had all the facilities necessary to analyze any specimen smears that he might bring back from infected patients. Lieutenant Miller outlined his plan to get the ship to the right spot at the right time.

Reaching Wonsan harbor, then behind enemy lines but protected to seaward by the power of the U.S. Navy, General Sams and the two Koreans transferred to a U.S. destroyer which took them some distance south to a small island off the coast.

Here the General recruited 14 native volunteers to go behind the enemy lines and "visit" sick Red soldiers and North Korean civilians "infected" with the "plague." The plan was for the 14 to return to a spot on the coast where they would meet with the General's team and tell the doctors what they had seen.

The native volunteers were put

HOSPITAL CORPSMEN study slides of pathogenic organisms. Wm. F. Haines, HMC, USN (left), 'reads' slides prepared by C. L. Bentrud, HM2, USN.



ashore on the mainland according to schedule. Several days later—to allow the South Korean volunteers time to get inland and back to the coast again—the destroyer left the island and proceeded north to the predetermined point.

The ship came to a stop and her motor whaleboat and crew was lowered into the water with the General and the two Koreans in it. The General carried a special medical kit. An inflated rubber raft was also placed in the boat.

About 200 yards offshore, and after what seemed to the party to be “many hours later,” the prearranged light signal was received from the beach. The three-man task force clambered into the raft and began paddling through the choppy sea, hoping that the signal was not a Communist trap. The quarter-moon gave a dim outline of the beach and hills ahead. They knew that the area was “hot” with enemy troops. Would they be seen and apprehended?

As the raft approached the beach the party was met by a small group of dark figures, almost lost in the shadows of the bluffs. The leader of the group ran splashing into the surf to greet General Sams. A huddled and hurried exchange of whispers assured the General that the contact was “perfect.” The man who led the “welcoming committee” was one of the native volunteers. He quickly told the medical task force that he was the only surviving member of the 14-man volunteer team. The other 13 had been captured and executed.

The mission party was led to a cave which the General planned to use as a “jump-off” place for a possible trek inland to collect specimen smears. He learned from the volunteer that the nearest village with a Communist hospital was 15 miles inland. The area was swarming with enemy troops. That didn’t make a trip inland sound very promising.

Actually, it didn’t matter. From what he learned the trip would be unnecessary. Through the information which the Korean obtained, the General was able to determine that the epidemic definitely was not bubonic plague.

His informer gave a careful description of the sick peoples’ reactions to the disease, including the key information that their faces and bodies were covered with running sores.



MEMBERS OF FEDCU ONE unload air compressor for spraying DDT solution. Korean village fishing boat was used to bring spraying equipment ashore.

Doctor Sams knew that bubonic plague did not cause such facial eruptions. The disease which caused the facial lesions described, he felt, was hemorrhagic smallpox, a kind of disease new to the area, probably brought into North Korea by the Chinese.

The deadly disease had taken firm root in North Korea, he reasoned, because of the filth in which troops and civilians lived. The Communist doctors did not have the equipment, hospital facilities or serums to combat it effectively. It had gotten out of control and they were helpless to stop it. The General now felt sure the United Nations’ armies need not be inoculated against the bubonic plague.

The three men paddled their raft back to the waiting whaleboat and then made their way to the destroyer, bringing to an end a unique operation of the Korean conflict.

In a letter to Commander Coppoletta, Admiral C. Turner Joy, USN, then the U.N.’s senior member of the armistice team, commended the top-secret operation with these words:

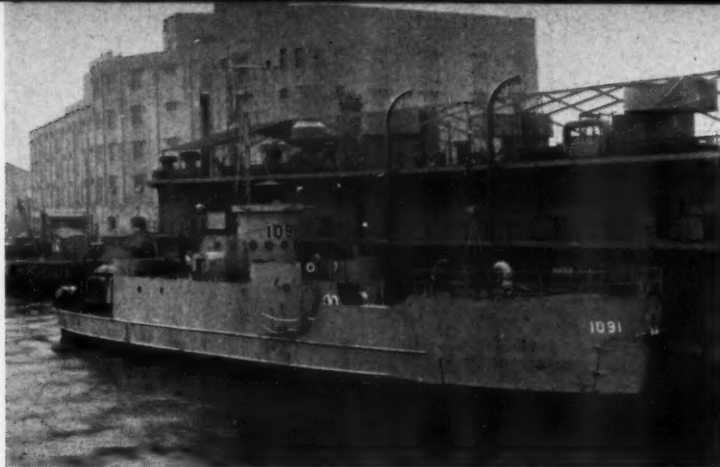
“I wish to express greatest appreciation to you, to the officers and men of your unit, to Lieutenant Miller and the officers and crew of the *LCI(L)* 1091, for the splendid and outstanding performance you have done between 4 and 14 March 1951 in carrying out a very important and hazardous mission.

“The story of this performance,



SAILORS SPRAY Korean house with insect-killing liquid. Expressions on Korean children’s faces show they don’t think much of the whole operation.





**EPIDEMIC CONTROL SHIP, LSIL 1091** is home of unique floating laboratory. Its disease preventing and curing operations have taken it to many ports.

when it can be told, will I am sure, be not only an inspiration to those who read it and a credit to the naval service, but also a record of an undertaking unique in the history of military medicine."

The idea for a Navy Epidemic Disease Control Unit which could be called on for immediate action was advanced by Captain Albert T. Walker, (MC) USN. Before being called to Korea, the unit, embarked in the *LSI (L)*, had been busy combating diseases in Japanese waters.

Military medical authorities know from the lessons of history that the common body louse, transmitter of

typhus, was a major killer in the first World War. The Austrian Army feared to invade Serbia in 1915 when a raging epidemic of typhus killed 150,000 people in six months. Again, in Russia, 25,000,000 cases of typhus with 3,000,000 deaths aided the spread of the Bolshevik revolution and the complete collapse of Russia's army.

Typhus, known for centuries as "war fever," "camp fever," "ship fever," "poverty fever," "jail fever," and other well deserved names, cannot be accurately diagnosed by physical symptoms alone, doctors point out. Laboratory tests must be made on

the victim's blood before proper treatment can be decided upon. In Korea and some Pacific islands it could take days or even weeks to obtain these tests from laboratories in Japan. The Navy's floating laboratory could provide a life-saving short cut to such disease control in the forward areas.

As pioneers in this new phase of medical warfare against disease, Fleet Epidemic Disease Control Unit ONE has logged an outstanding record of accomplishments—a credit to its staff of officer-doctors and hospital corpsmen.

In its role of medical missionary, FEDCU ONE has had the benefit of the service of top Navy scientists who specialize in preventive medicine in fields such as bacteriology, parasitology and epidemiology.

For another example of the unit's work, consider Koje-do. There, on a prison-camp island, 90,000 North Koreans, Chinese Communist soldiers and Red guerrillas were housed in temporary compounds. No one knew just what facilities would be needed to hold the unknown number of POWs when the camps were first hurriedly set up. An epidemic of dysentery spread rapidly. Soon more than 200 cases a day were trying to get into the small dispensary. Not enough doctors could be spared from the front lines to take care of the situation.

Remembering the Navy's floating epidemic disease control laboratory, *LSI(L)* 1091, the Army called for its assistance to help meet the outbreak.

The Navy answered the call and beached the lab ship on Koje-do in May 1951 where by that time a joint Army-Navy Medical Project had been established to meet the emergency. The epidemic disease control staff and ship's crew immediately began to unload 45 tons of medical supplies and equipment to set-up an emergency dispensary. Countless hours were spent by Navy and Army doctors in each of the compounds examining and treating the thousands of POWs and civilian refugees. Trucks loaded with medical supplies rolled into the compounds day after day. Not a single day could be counted as easy for the weary doctors and enlisted men. Some of the Navy men became ill themselves and had to receive treatment. But finally the epidemic was brought under control.



**WHETHER** an organism lives or dies in a certain 'culture' may determine its identity. Here, blood specimen is transferred to culture tube for test.





MEDICAL officer and corpsmen walk down rock path toward main hut where sick Korean children are in isolation.

Another life-saving incident in the unit's record began on 27 June 1952 when the 1091 sailed from Yokosuka, Japan, bound for Ullung-do. A typhus epidemic was reported to be in progress here too. A number of South Koreans, refugee orphans and adults, previously had been shipped from the Taegu combat zone to Ullung-do for safety and housing.

En route to the island, however, the landing ship developed engine trouble. And the unit had to be transferred with essential supplies and equipment to USS *Unadilla* (ATA 182) for further transportation.

At Ullung-do the Navy men found that 40 of the refugees were seriously ill with prolonged high fever and diarrhea. Three deaths had already occurred. Investigation revealed that

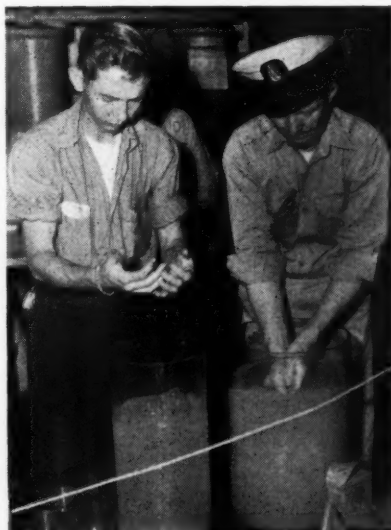
the epidemic was caused not by typhus fever but by typhoid fever. Institution of sanitary measures and treatment of patients were undertaken, and no further cases were reported.

In an operation like Ullung-do, the Navy ships several vehicles in advance of the FEDCU's arrival. These vehicles are equipped with insect-killing powder sprayers and drainage gear. When the unit arrives on the scene, 45 tons of epidemic control supplies including large quantities of DDT powder is ready for immediate use. The entire operation is mapped and planned in advance. The task force of medical men, doctors and bluejackets, are prepared to examine and inoculate the native people for any of several diseases.

At Ullung-do, the Navy men had to search for and treat the infected people in the village of Cho Dong. The dwellings of the entire town were subjected to fly control by residual applications of DDT. The people of the town were indoctrinated in the necessity of sanitation and told how to obtain drinking water from safe sources.

When FEDCU ONE completed this task every patient had been cured.

There are numerous other successes credited to FEDCU ONE in combating disease in the forward area. The unit has been highly successful in its mission to assist in safeguarding the health of servicemen serving in the Far East.—Harvey H. Mitchell, JO1, USN.



MEN use disinfecting solution after working with typhoid germs (left). Navy doctor checks children in 'hospital.'



## Sailors Meet Lots of Inter

**S**AILORS are friendly fellows. Wherever they go, at home or abroad, they have no trouble making and keeping friends.

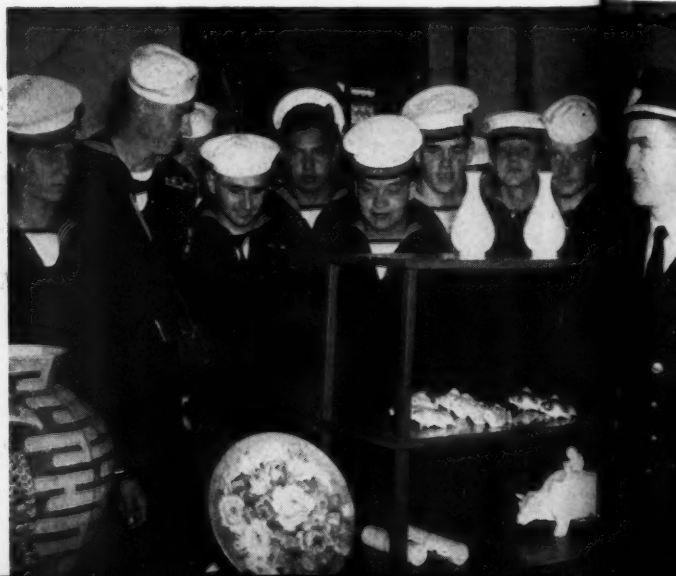
Languages—be they “Brooklynese” or Javanese—are no real barriers. Navymen have shown their interest in people in foreign lands in many ways. With cameras in hand, their inquisitive eyes and minds on the alert, they’ve found their way to the four corners of the globe.

American sailors extend the hospitality traditional among seafaring men to sailors from other navies. Sailors from friendly nations are no longer considered “foreign”—a sailor is a sailor, whether he’s Greek, French, British or what have you.

Thus American sailors welcome sailors from other countries aboard ship, at shore stations and on liberty. They take advantage of opportunities to visit with other Navymen aboard their ships or in distant ports.

Without realizing it, Navymen are performing the important function of unofficial “U.S. ambassadors of good will” with respect not only to the civilian public of many lands but also naval and military representatives. And they’re learning lots to tell the home folks.

On these two pages, *ALL HANDS* demonstrates pictor-





## Interesting People

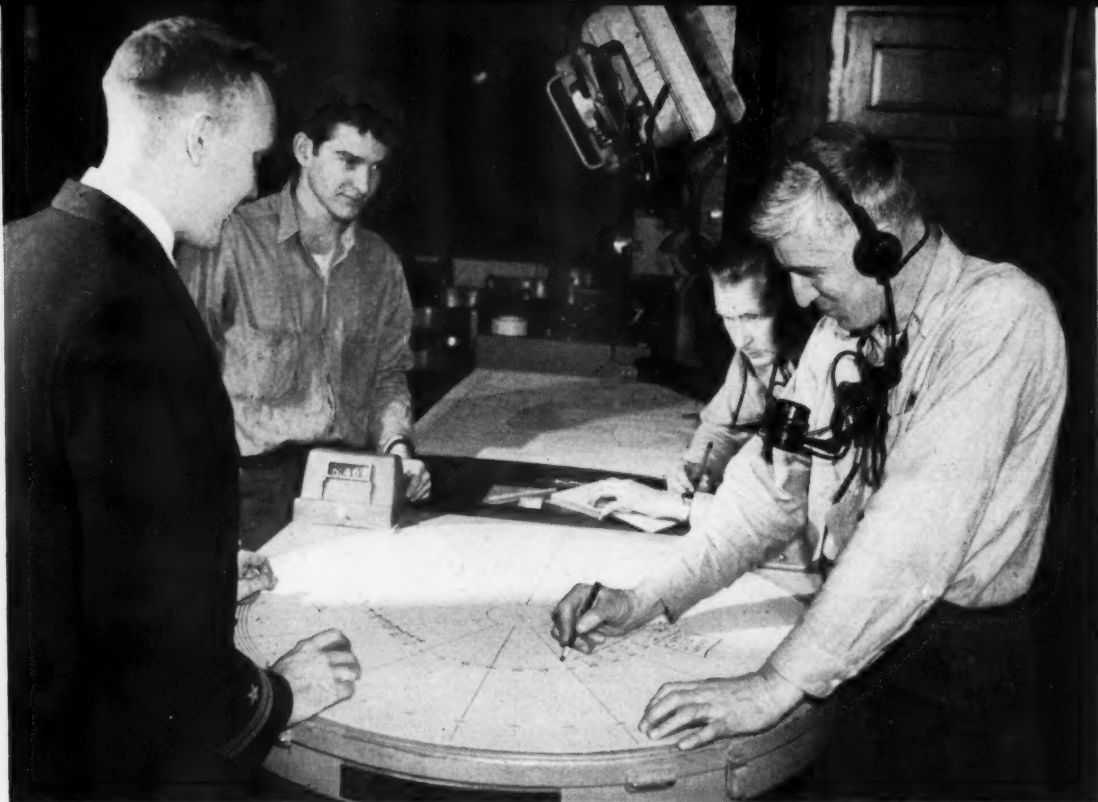
ially the close relationship between American Navy men and sailors from other countries.

*Top left:* Navy cartoonist sketches Australian sailor and kitten aboard 'Aussie' vessel. *Top left center:* Members of Republic of Korea Navy join in a 'smoke' with American sailors. *Left center:* American and Canadian navy men trade shop talk on board HMCS *Cayuga*. *Lower left:* Venezuelan 'midshipmen' learn structure and operation of Navy's 40-mm. antiaircraft gun. *Lower left center:* Colombian and American bluejackets mingle in a china shop in the Far East.

*Top right center:* Greek sailors are taught the finer points of damage control by U.S. Navy instructors. *Top right:* Turkish and American shore patrolmen compare their respective brands of cigarettes. *Right center:* French sailors were guests of American white hats on board USS *Eldorado* (AGC 11). Here, they enjoy TV lounge. *Lower right:* Sailor in British Royal Navy gets look at San Francisco Bay as another British sailor, an American Wave and a British Marine look on. *Lower right center:* Second mate of Icelandic Coast Guard vessel chats with American Navyman about some of the important sights to see in Iceland.







TRACKING 'ENEMY' TARGET—Reservists learn to plot courses in Combat Information Center of USNR Training Center.

## Here's How a Drill Unit Operates

"WE'LL make blue-water sailors out of these men yet. They've got the stuff."

That's the frequent comment of Chief Storekeeper Henry Whitely who, during his more than fifty years with the Navy, has seen countless recruits come and go. One of the few "square knot" men remaining in the service, he is in an excellent position to compare the present crop of Navy-men with their predecessors. As senior station-keeper, Whitely now maintains a protective and benign attitude toward everyone on board the Naval Reserve Training Center of the Potomac River Naval Command in Washington, D. C.

Chief Whitely's remark is justified. Small as naval districts go, PRNC provides an excellent case history on the way in which the Naval Reserve produces the kind of Navy men who, when required, are able to take their places with the Regular Navy.

"I think our training center is an excellent example of what a Center should be," comments LT James Cruickshank, USNR, Inspector-Instruc-

tor of PRNC, "but because of its location in the Nation's capital, I don't think you can consider it to be typical. Our problems are quite unusual. However, conditions vary no matter where you are. Perhaps there is no such thing as a 'typical' training center."

For one thing, he points out, PRNC has an unusually large percentage of non-rated men on its roster—more than 80 percent. Most are high school or college students who are preparing themselves for their anticipated period of active duty. Some, who want to be Navy career men, are earnestly preparing themselves to qualify for appointment to the Naval Academy, the ROC program or NROTC.

"I think our turnover is much higher than average," he says. "For example, last year, 143 members of one division—W-5—were detached or ordered to active duty. During the same period, 145 new members were accepted. The ratio is much the same for all divisions."

LT James Cruickshank is a Reservist himself. Recalled to active duty in

June 1951, he is completely enthusiastic about his present billet and is seriously thinking about requesting an extension of duty.

Some petty officers and commissioned officers have seen active duty since Korea and have returned to their units to continue their Naval Reserve affiliations. Some members are employed by the government as professional or scientific specialists. Many junior officers are former enlisted personnel who accepted a commission after their tour of active duty.

LT (JG) Joseph K. Cook provides a good example of the type of officer to be found at PRNC. He recently dropped around to talk things over with his former Reserve skipper, LCDR J. Jeffers, CO of Naval Reserve Surface Division W-5, shortly after returning from a two-year tour of active duty.

"I'm certainly looking forward to coming back to the old outfit," says LT Cook. "There aren't many of the old bunch left, but I don't want to drop all my contacts with the Navy. I expect to be pretty busy as I'm

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planning to continue with my schooling and am trying to buy a home, but I'm sure I can work out some kind of a schedule that will enable me to join the Reserves again."

A bank employee in Washington he finds his present career somewhat sedate after his duties as first lieutenant and assistant gunnery officer of *uss Brown* (DD 546) in Korea with Task Force 77 and 95, participating in blockade and shore bombardment activities. She also spent 15 months active duty in World War II.

"It was a little rough to have to leave for active duty this second time," he admits, "particularly when my daughter was just celebrating her first birthday the day I had to leave. But it worked out all right. The way I look at it, if a person doesn't expect to be called to active duty, he shouldn't accept pay for his Reserve activities."

Most Reservists at PRNC have much the same attitude. If they haven't seen active duty since Korea, they anticipate that they soon will. Non-rated training is presented with the idea that the information gained in classes will soon be put to practical use aboard ship.

During a typical evening drill period of Surface Division W-5, for example, storekeepers informally learn of the routine to be anticipated in their struggles with the Regional Accounts Officers.

In another classroom, electrician's mates receive instructions concerning damage control in a flooded engine-room from an EM1 who, it is clear, has been there. Through the use of movies, seamen apprentices become acquainted with Rules of the Road; during a chalk and talk session, seamen apprentices are put in a hypothetical position of bow hook in a small craft coming alongside a destroyer in dirty weather.

Each drill period lasts for 2½ hours. The first half hour is devoted to muster and military drill; the balance is spent in classroom work or training in practical factors, with a ten-minute break at the end of the first hour of study.

Some instructors are junior commissioned officers; others are petty officers. Samuel Lee, RD3, who teaches seamanship, navigation and gunnery to seaman recruits, is characteristic. He is a USNREV who has served on active duty in the Far East and China on *uss Buck* (DD 761),

and has spent 3½ years in the Naval Reserve. An English major attending Catholic University in Washington, D. C., he hopes to be made an ROC ensign in the near future. To keep in trim, he is now captain of Catholic University's track team.

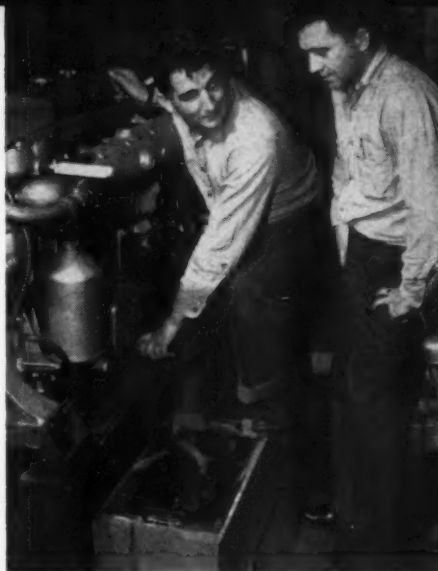
"The Navy is the only place I know of where you can start to learn your trade at \$300 a month, and retire by the time you're 48 years old," he comments.

George F. Clarke, YN2, likes the Navy, too, and plans to stay with it. After serving a four-year hitch in the Regular Navy, he joined the Naval Reserve on the day of his discharge. He, too, returned to Division W-5, after his tour of active duty. As a Regular Navy man, he served on *uss Missouri* (BB 63) and *uss Franklin D. Roosevelt* (CVA 42). His tour of duty as Reservist was spent at continental air stations. Now a civilian employee of the Office of Naval Intelligence, he is thinking seriously about joining the Regular Navy.

Military bearing, courtesy and nomenclature are strictly adhered to by all hands of W-5 at all times. A smart salute to the flag and to the OOD, with "Permission requested to come aboard, sir," is rendered by each Reservist as he reports for duty.

Should a Reservist appear for drill without a full uniform, he had better have a good reason for the omission, because his commanding officer, is going to demand an explanation.

It's attention to details, combined



IT'S LIKE THIS—T. I. Atwell, END2, USNR (left), shows Reservist A. G. Wilde, MM1, how to start Diesel.

with enthusiasm and hard work, that has made W-5 the largest unit in the area; consistent winner, except for one year, of the area's proficiency competition; and enabled it to place fifth in this year's Naval Reserve national competitive inspection. Average attendance for its 175 men is 97.4 percent.

The same spirit can be observed throughout the entire Naval Reserve of PRNC, which consists of eight surface divisions, three CB divisions, and one submarine division in a drill-day



RESERVISTS learn to fire 40-mm antiaircraft gun during gunnery practice on board *USS McClelland* (DE 750). They were on 14-day training cruise.



**DECK TRAINING** includes winch and boom operation. J. W. Oder, BMC, USNR (left), gives word to Reservists P. J. Smith, DC1, and J. E. Riley, SK3.

status. In addition, there are a large number of companies in a non-drill pay status, some of which use the facilities of the Naval Gun Factory; others meet at other, more convenient locations.

In addition to those Reserve units which make use of the training center situated on the banks of the Anacostia River in the Naval Gun Factory, three other surface units are located within the area which comprises the Potomac River Naval Command.

Quarters for the three outlying units are, at present, largely a matter of improvisation. Silver Spring, Md., for example, has found space in a nearby National Guard Armory; Alexandria, Va., uses a local high school; and the Annapolis, Md., division borrows classrooms of the U. S. Naval Academy, with some of its office space and its radio shack tucked cozily away under the Academy's football stadium.

However, the training center at the Naval Gun Factory is designed exclusively for the use of Reservists. In addition to the large, two-story building which contains some 20 classrooms and shops, and which is now having another floor added to it for the use of the Marine Corps Reserve, facilities include a small quonset hut which houses the carpenter shop, the submarine *uss Drum* (SS 228), the patrol craft PC 1168, and escort vessel *uss Robert F. Keller* (DE 419). Gunnery is taught at the Gunnery Ordnance School, at the Re-

ceiving Station at Anacostia, across the river from the training center.

The Center is only one of 25 throughout the country adequately equipped to operate as a major Reserve CIC and ASW training center. The Naval Air Reserve Training Unit, Anacostia, frequently cooperates with the Center in CIC training.

Full use is made of these facilities. Meetings are held by one or more divisions and companies each weekday evening except Friday.

In addition, to supplement the two-week annual training duty, weekend cruises without pay on the *PC*



**THREE Naval Reservists** learn routine for taking submarine down under the guidance of a veteran officer.

1168 are frequently scheduled as interim training cruises to enable Reservists to better qualify for advancement in rating. Approximately 30 Reservists, in addition to the regular crew of shipkeepers, can be accommodated by the *PC* on these cruises; approximately 100 Reservists participate in each cruise of *Keller*. Rate training and practical factors are emphasized.

Although it can be converted to operational use within a short time, *Drum* is not at present in an operable condition. All the machinery on board is in operating condition and in addition, many training devices have been installed. These training devices are so connected as to simulate cruising, diving and surfacing the submarine.

Submarine Division W-8 meets on board *Drum* each Monday night for a period of 2½ hours, where classes are held in rate training and submarine training. Seventeen enlisted personnel and one officer are permanently attached to *Drum* for maintenance and to act as instructors.

*Drum* and *Keller* earned enviable records during World War II, and their tradition of service is familiar to all Reserve PRNC hands.

Commissioned in 1941, *Drum* completed 13 war patrols, accounting for 15 ships sunk for a total of more than 80,000 tons of Japanese shipping. Six other ships were reported damaged. She was turned over to the PRNC Naval Reserve in 1947.

Named for a Naval Reserve pilot who lost his life in action in the Aleutian Island campaign in 1942, during World War II *Keller* ran interference and screening operations for carriers such as *uss Anzio* (CVE 57) and cruisers such as *uss San Francisco* (CA 38) in the Philippine Sea, at Saipan, Iwo Jima and Okinawa. During these operations she destroyed mines, rescued survivors, participated in two amphibious support operations and, while participating in a hunter-killer group, helped account for four Japanese subs and several planes.

*Keller* arrived at the Naval Gun Factory in 1950 after a month's Naval Reserve training cruise from Seattle, Washington. She replaced LST 987 as a permanent training ship.

Briefly described, these are the men and this is the machinery which makes up a small part of the U. S. Naval Reserve. They're eager and willing to do their part to keep the U. S. Navy the greatest in the world.



## Ship's Mail Call

—It Only Has to Be Piped Once

**M**AIL CALL is always an important event for sailors—its chief competitors as a morale factor being mess call, pay call and liberty call.

The Navy takes great care to get mail to its men as fast as possible. Planes, ships, railroads and trucks carry the load, bringing the Navyman word from home.

When a ship's been on a long cruise with little or no contact with the "home folks," mail call—when it is sounded—is a festive occasion. Everything stops while mail is distributed.

Some sailors like to arrange their mail in chronological order, getting the news "as it comes." Others don't care—a letter's a letter. Some read everything at once. Others—with more will power, perhaps, and an eye to the future—ration their letters, reading one or two per day.

*Upper left:* Slingload of mail comes aboard *uss Mount McKinley* (AGC 7) from loaded landing boat. *Upper right:* Mailmen on board *uss Missouri* (BB 63) open some of the bags of mail received for fleet units operating off the coast of Korea. *Right center:* Mail is sorted on board *uss Albany* (CA 123) before 'mail call' is sounded. *Lower right:* Grinning submarine crewmen, back from a long voyage, get their mail. *Lower left:* Blue-jackets pore over their latest batch of letters from home.







## Navy's 'Men of Mars' On, C

YOU'VE read about flying saucers — maybe you think you've seen one — and you've no doubt heard about the "little men" said to have come to earth from Venus. Science fiction writers have been plugging space travel for a long time.

So far as we know, no "earthling" has visited the moon, Mars, Venus or any other point so distant. And — except for the movies and comic strips — we have seen no "Men from Mars." But lots of the gear designed to protect Navymen from cold weather, immersion in water, gas attacks, high-altitude flying, and the like, have what is reputed to be "that man-from-Mars look."

The Navy is constantly experimenting with new equipment, new fabrics, new materials, new techniques to protect its men from such sources of discomfort or danger.

On these two pages, ALL HANDS presents some of the more gruesome garbs worn by Navymen on land, on and under the sea and in the air:

*Top left:* Close-up of "N-1" face mask, helmet and jacket, designed to protect sailors from the icy winds and bitter cold of the Arctic. *Top left center:* Men wear heavy







## Person, Over, Under Water

clothing, goggles and face mask during shipboard operations in the North Atlantic. *Left center:* Soaking wet, man poses in exposure suit and inflated life jacket after emerging from dip in ocean. *Lower left:* Sailor wears "A-1" cold weather clothing which eventually will replace the "N-1" type (shown top left). *Lower left center:* Toggled out in gear to protect him from a gas attack, Jack Parker, GM1, USNR, carries a meter which will determine the amount of gas in an area.

*Top right center:* Diver is ready and waiting to be lowered into the sea to search for sunken plane. *Top right:* Don't look now, but there's a man inside this cold weather suit with fur-trimmed hood. The suit is designed for shore use. *Right center:* Flaps open, sailor stands on deck wearing "A-1" cold weather clothing. *Lower right center:* Helicopter pilot, LTJG Ray McMillan, USNR, stands by his craft on deck of *USS Kearsarge (CVA 33)*. *Lower right:* Underwater demolition teams have varied equipment. Here, swimmer poses with recirculating type, closed circuit underwater breathing apparatus. He's also wearing UDT suit and swim fins.



## SERVICSCOPE

Brief news items about other branches of the armed services.

★ ★ ★

BASIC AND INTERMEDIATE Army tank drivers in training at Fort Hood, Texas, drive over a new obstacle course that shakes tanks but makes tankers. In this armored training they put their World War II M-4, *Sherman* tanks through a variety of terrain hazards. Three phases of tank driving are covered, each phase having its own special terrain.

The first is one of flat, straight lanes some 100 yards long. Here tankers learn normal tank driving procedures and familiarize themselves with their tank's controls. The second is a mile-long, winding trail. Tankers here take advanced straight-course driving and learn to negotiate hills and curves. The third is the featured obstacle course. Divided into four sections, it employs stationary barrels, backing stalls, a log-obstacle run and a tall pile of logs.

In the first section, tankers zig-zag their charges through a spaced row of 55-gallon barrels, skilled drivers doing it without crushing a barrel. The backing stalls used in the second section are dug out of dirt mounds. Tankers learn to back their tanks into stalls quickly and with as little wasted motion as possible... a good thing to know in battle. The third section uses logs unevenly spaced along the ground. The student here learns to handle his tank while it is rolling and pitching. The final section of the last course sees the tankers putting their tanks over tall log barriers.

★ ★ ★

A FLYING TRAILER that is equally at home on the highway or in the air has been developed for the Air Force. It is designed as a detachable cargo compartment for the XC-120 Pack Plane.

The *Flying Trailer* is a further development of the XC-120's original pod, which was a detachable cabin rather than a trailer. The big *Trailer* can be loaded with as much cargo as an entire C-119 *Flying Boxcar*, at-



'SKYSWEEPER,' Army's new 75-mm artillery machine gun, will be used against low-flying, high-speed aircraft.

tached to the XC-120 by means of a four-point coupling system in a matter of minutes, then flown to a combat area.

Upon landing at an advanced base or airstrip, the XC-120 deposits the *Trailer* which can then be hitched to practically any military vehicle and hauled to front-line troops. The *Trailer's* maneuverability and comparatively high speed over secondary roads may render it especially valuable for supporting and air-supplying ground operations, the Air Force says.

★ ★ ★

AMMUNITION EXPENDITURE "rate per gun, per day" in the Korean conflict has been increased by the Army for its most important calibers to a point that is now several times greater than the World War II daily rates of expenditure.

More than 52,000,000 rounds of artillery ammunition and three billion rounds of small arms ammunition were produced by American industry and Army Ordnance manufacturing plants for the year 1952 alone. To accomplish the record production nearly 2000 of the country's large and small industrial firms, under contracts with the Army Ordnance Corps were engaged in manufacture of ammunition metal components, powders and propellants, and in the loading and assembly of complete rounds.

In the six months immediately following the beginning of the Korean struggle, only slightly more than 1,000,000 rounds of artillery ammunition were produced. In a similar period of 1952, production totaled more than 30,000,000 rounds.

In all calibers and types of ammunition, as well as bombs, grenades, rockets, and land mines, there are more than 300 separate items of production. The 105-mm. artillery round, for example, is manufactured in seven types, the names of which are classified for security reasons.

★ ★ ★

SUCCESSFUL PARACHUTE RECOVERY of a high-speed jet target plane has been accomplished with a new chute now in use by the Armed Forces.

The *Ryan Q-2* high-speed jet target planes developed for the Army, Navy and Air Force are being recovered intact after each run through the use of the new parachute. An entirely new parachute release system makes possible the "letdown" of Q-2 drones without harming their delicate electronic equipment.

In addition to protecting the equipment the new chute adds an economy feature to the drones because if they are not destroyed by gunfire they may be used repeatedly in air-to-air and ground-to-air target practice.

Here's how the new chute works—Following release by remote control of a small conical "drag" chute container, the drag chute flares out, bringing the first sharp deceleration of the Q-2. After a given time interval the main chute container is released. The drag chute pulls this main chute container rearward, and the main chute is released from a bag which insures that the suspension lines are let out before the parachute's canopy comes out and inflates.

The tremendous pull of the drag chute causes severance of a breakable cord extending from the main parachute container to the lines at the vent of the main chute.

After this cord breaks, the drag chute lowers the container and development bag of the main chute and the main chute then takes over the entire job of lowering the drone.

When the Q-2 drone touches the ground, a swivel, serving as the link between the parachute suspension lines and the nylon webbing attached to the target plane, is automatically disconnected. This separates the chute from the Q-2 instantly, thus preventing ground drag from strong winds and possible subsequent damage.

The remote-controlled pilotless plane is about half the size of a conventional jet fighter with both the drag and the main chutes housed aft of the tail surfaces.

The flight of the target plane is governed by a "beeper pilot"—the guy who runs a remote control box on the ground. Like other drones it can attain fighter speeds and is designed to simulate fighter evasive tactics.

★ ★ ★

ARMY ENGINEERING SKILLS are being taught Republic of Korea Army engineers in a school operating under U.S. Army supervision. Known as "The Engineer School, Korean Army," it musters in its complement a group of U.S. Army officers and enlisted men who act as administrative and instructional advisers.

Instructors are ROK Army officers who themselves have been through the school. The school dates back to 1946 when the U.S. Korean Military Advisory Group (KMAC) began training ROK Army men in engineering specialties.

Training includes 15 specialists' courses for EMs, four courses for officers and a comprehensive "basic" engineering course. Among subjects taught are surveying, carpentry, welding, bridge building and maintenance. A large part of the curriculum is devoted to instruction in maintenance and operation of U.S. Army motor vehicles. The manner of instruction follows the Stateside pattern. In classroom-work small groups of students receive intensified instruction with training aids, textbooks and training manuals. In the field and rough terrain the trainees and their machines are put through the paces—according to "the book."

★ ★ ★

A HOSPITAL TRAIN with a "battle star" to its credit has been assigned to duty at Walter Reed Army Medical Center, Washington, D. C. Officially known as the Third Hospital Train, it is a combat veteran of World War II.

The train has transported more than 33,000 casualties 33,265 miles between front lines and rear hospitals in Europe. The rolling hospital earned its "battle star" for the Rhineland campaign. Retired from active duty at the end of World War II, the train emerged again in September 1952 to aid in the training of new personnel.

Because of lack of space at Walter Reed, the hospital train has been placed at Cameron Station, Va., where it is visited regularly by enlisted students for work on field problems. Upon completion of their training, the students will have learned how to load and unload patients, care for casualties during train movements, administer emergency aid to the wounded, and provide proper food and medication under wartime conditions.

The train consists of eight ward cars able to transport 240 casualties, one combination dining room-pharmacy

car, three cars for personnel quarters, and a utility car which provides power for all 13 cars.

For training purposes the staff includes, in addition to a commanding officer, a chief nurse and 26 enlisted men undergoing training as pharmacists, clerks, mess stewards, cooks, wardmasters or technicians.

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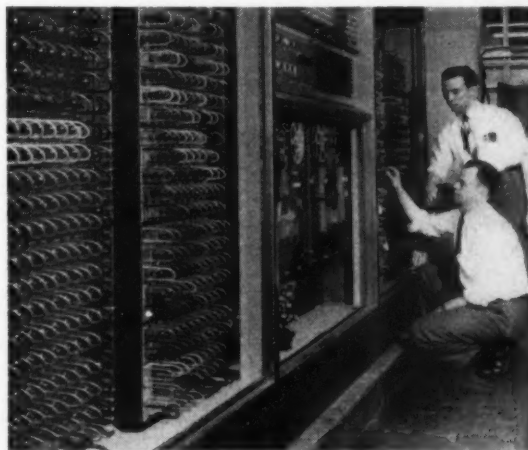
AN ELECTRONIC "BRAIN" with one of the largest "memories" yet incorporated in any electrical computing device will be used by the Air Force's Air Research and Development Command at Baltimore, Md., to save valuable research and development time, equipment and money by eliminating much of the costly flight testing of experimental aircraft equipment.

The new digital computer, known as "OARAC," can deliver rapid-fire answers in typewritten form to mathematical puzzles which would take expert mathematicians years to solve. It can make as many as 100 calculations per second.

The "brain" of the computer is a metallic drum which can hold electrical pulses representing ten-thousand ten-decimal numbers on its magnetized surface until the numbers are called into use.

One problem that has been used to test the computer is so complex that 212 pages of numbers on sheets 8 by 10 inches are needed just to state the problem. In solving it, so many millions of operations are involved that without aid of the computer it would probably never be solved. Engineers say that an expert mathematician working with a desk-type machine calculator eight hours a day for about 45 years might be able to solve the problem. ORAC can do the job in about 10 days, working eight hours a day.

One of the most significant features of the new computer is its ease of maintenance. About 1400 electronic tubes, a relatively small number for a machine of this type, and about 7000 germanium diodes are used. The tubes are incorporated in a series of plug-in "turrets." In case of a failure, the operator merely has to replace the faulty turret to set the machine in operation again.



'OARAC,' new digital computer soon to be delivered to Air Force for use in research, is inspected by engineers.



# All-Navy Sports Program Gets Under Way

**A**LL-NAVY sports competition is back with a bang. Play-offs to decide the All-Navy winners in basketball and boxing will be held this month. An All-Navy track and field meet, the first of its kind, will be held in June and an All-Navy baseball round-robin will take place in September.

The All-Navy contests are planned primarily to provide champions to represent the sea service in the forthcoming Inter-Service championships.

The 1953 Inter-Service program introduces a change in Navy sports policy. Heretofore, Marines competed along with sailors for All-Navy titles, but this year the Marines will have separate teams and individual champions who will compete against All-Army and All-Air Force finalists in the Inter-Service championships.

Discontinuance of All-Navy sports three years ago became necessary because of restrictions imposed on transportation of athletic teams by naval aircraft and the cancellation of MATS cross-country flights. Other means of transportation were not available or too expensive.

The last All-Navy basketball tourney was that of the 1949-1950 season. No Navy-wide championship contest in baseball has been held since 1949.

Boxing, one of the oldest and probably most spirited Navy competitions, has fared better. The 1950 directive



**STRETCHING IT** for three — SubPac player collects triple in last of third inning during All-Navy game at Honolulu in 1949. Quantico won game.

permitted that year's boxing tourney to be held as scheduled. No All-Navy championships were conducted in 1951 but there was an All-Navy ring meet in 1952 run as a special talent hunt for Navy boxers to compete in the Olympic selection trials.

## Basketball

The 1953 All-Navy Basketball Championship will be held at Naval Training Center, Great Lakes, Ill.,

when the Eastern and Western Navy champs will take to the courts 9-11 April in a best-of-three-games playoff.

For quarter-finals elimination purposes, all naval activities have been organized into four divisions:

- Eastern Naval District Group (Host: Com 1): The championship teams of Naval Districts 1, 3, 4, 5, 6, 8, 9, 10 and 15, and a combined Potomac-Severn River Naval Commands team.

- Atlantic Fleet Group (Host: CINCLANT): The championship team representing Atlantic Fleet units and shore-based units operating under Commander in Chief, U.S. Atlantic Fleet.

- Western Naval District Group (Host: Com 11): The championship teams of Naval Districts 11, 12, 13, 14 and 17.

- Pacific Fleet Group (Host: ComServPac): The championship teams representing Pacific Fleet units and shore-based units operating under Commander in Chief U.S. Pacific Fleet.

The quarter-finals will yield one champion team out of each group. In the semi-finals (Host: Com 1) the Eastern Naval District Group champion will play the Atlantic Fleet Group champion for the "Eastern Navy Championship." Similarly, with Com 11 acting as host, the champion of the Western Naval District Group



**NAVY RUNNER** pours on the steam in an effort to win his race. Top Navy track and field men will compete with men of other services in mid-June meet.

will meet the champion of the Pacific Fleet Group for the "Western Navy Championship."

The two area champions will then play each other for the All-Navy championship (best two out of three). Com 9 will be host for the final championship.

National Collegiate Athletic Association rules will govern the basketball play.

The Inter-Service Basketball Championship will be held 17-18 April at Offutt Air Force Base, Omaha, Neb., with the Air Force playing host.

#### Boxing

The All-Navy Boxing Championship show will be staged 18 April at Naval Training Center, Bainbridge, Md. Com 5 will be host. The Inter-Service championships will also be held at Bainbridge 24-25 April with the Navy the host.

The boxing elimination groups are the same as those for basketball. Individual champions will be chosen in each of 10 weight divisions. Team champions will also be selected.

The champion Navy squad will compete against the cream of the Army, Air Force and Marine Corps in a single elimination tournament for the Inter-Service title.

The outstanding boxer of the All-Navy finals will be presented the Jack Kennedy Boxing Trophy which will be retained by his command until again placed in competition. The Chief of Naval Personnel will provide



**LOTS OF LEATHER** will be 'thrown' in All-Navy boxing finals this month. Champs will then trade punches with other fighters in inter-service tourney.

appropriate awards for All-Navy champions and runners-up. Secretary of the Navy certificates of achievement will go to all boxers competing in the championship finals.

The Chief of Naval Personnel also will provide appropriate team and team-member awards to all the All-Navy basketball winners and Secretary of the Navy certificates will be awarded to all players in the finals.

In the Inter-Service competition,

perpetual trophies will be presented to the winning services and individual awards will be made to champions and championship team members and runners-up. In addition, all participants in the Inter-Service finals, including coaches, trainers and managers, will receive Secretary of Defense certificates of achievement.

Both the All-Navy and Inter-Service boxing championships will be conducted under the rules and regulations prescribed by the Amateur Athletic Union of the U.S.

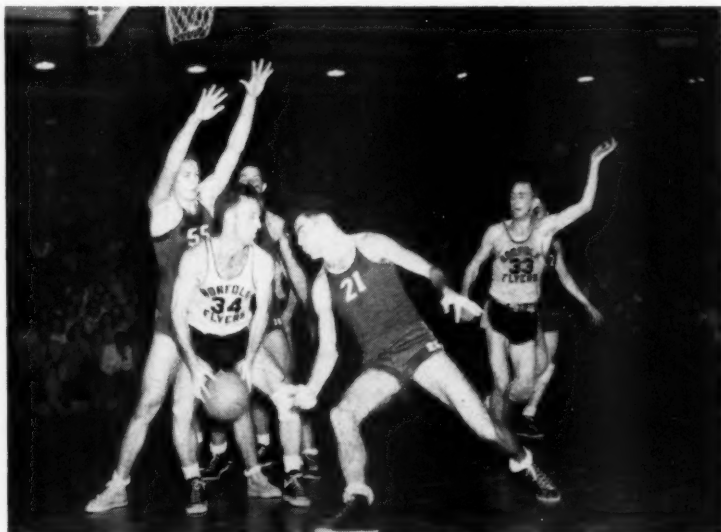
#### Track and Field

The Inter-Service Track and Field Championships will be held at Fort Jackson, S. C., 19-20 June. The Army will play host in this sport.

#### Baseball

The sites of the All-Navy and Inter-Service Baseball championships had not been selected as this issue went to press. However, it is known that the date of the Inter-Service diamond contest is scheduled as 18-19 September and the host service will be the Marine Corps.

Details concerning the Navy sports program for 1953 are contained in BuPers Instruction 1710.1 of 11 Feb 1953. BuPers Notices 1710 of 12 and 13 Feb 1953 give additional information on the All-Navy basketball and boxing tournaments. Notices covering Navy participation in the track and field and baseball competitions are being prepared.



**PLAY-OFFS** for all-Navy basketball winners will be held this month. Last All-Navy basketball tourney was won by Norfolk Flyers in 1949-1950 season.



## Morning Orders

**S**CIENTIFIC advances have made many of the Navyman's tasks easier. Lots of things can be done by simply pushing a button or throwing a switch.

But there are many duties that remain virtually unchanged. These are the less "glamorous" of the sailor's every day tasks. Take, for example, the job of chipping paint—or swabbing down a deck.

Here are photos of some "everyday jobs"—jobs that aren't likely to win medals or make headlines, but they are an important part of shipboard daily routine:

*Upper left:* Aviation ordnanceman checks and cleans aircraft guns on board *uss Princeton (CVA 37)*. *Upper right:* A 'side cleaner' is lowered over the side of *uss Coral Sea (CVA 43)* while ship was in Oran, Algeria. *Right center:* Jacob's ladders undergo inspection on board a carrier. *Lower right:* Sailor readies awning for 'Mac-Namara lacing.' *Lower left:* Welder uses his torch to good advantage in shipboard repair job.



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# LETTERS TO THE EDITOR

## Opportunities for Commission

**SIR:** Is there at present any program whereby an enlisted man who has successfully completed the 2CX General Development Test, may qualify for a commission in the Regular Navy? I am married and therefore not eligible for the Aviation Cadet Program.—T.G., SK1, USN.

• There are a number of avenues open to enlisted men and women of the Regular Navy and Naval Reserve which lead to commission status in either the Regular Navy or the Naval Reserve. If you have had three-and-one-half years' continuous active duty service and are between the ages of 19 and 31½ years at the time you apply, you may be eligible for a commission provided you are otherwise qualified.

In your case you may be eligible under the provisions of the new naval officer procurement program announced by BuPers Inst. 1120.7 (18 Sep 1952) and explained in ALL HANDS, December 1952, p. 52-53. Your application in this program is not dependent upon your marital status.—Ed.

## Blood and Plasma Program

**SIR:** With the pressing need for blood in the Korean area today, why don't the armed forces organize, collect and transport the donations themselves without the aid of the various other blood collecting agencies? All the health records containing the necessary information are held by the sick bays and dispensaries and the equipment is already installed and maintained. I feel that if a drive of this nature were initiated throughout the armed forces the men would contribute wholeheartedly.—R.B.J., YN1, USN.

• The Armed Forces Blood Donor Program was initiated by the Department of Defense Directive 6408.1 of 2 Aug 1951 and reissued on 8 July 1952. Today, in addition to blood donor activities aboard ships and at most naval shore establishments, there are 28 specially established armed forces blood donor centers at various installations of the Army, Navy, Marine Corps and Air Force.

The armed forces blood donor portion of the over-all National Blood Program is under the policy guidance of the Armed Forces Medical Council, Office of the Secretary of Defense. The responsibility for general direction and control of the military participation in the over-all national program, its comprehensive coordination, integration of shipping schedules and quotas to laboratories, are under the Directorate of the Armed Ser-

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

vices Medical Procurement Agency, to which all local armed forces blood donor programs must be submitted for approval prior to actual collection of blood.

The Defense Department's interest in the National Blood Program is two-fold: (1) whole blood and blood plasma are needed for treatment of the wounded on the battlefield and in service hospitals throughout the world; (2) blood is needed to continue the build-up of the reserve of plasma ready for any emergency. The facilities to process whole blood into plasma are expensive and very complicated. These facilities are extremely limited. The existing facilities can process only a certain amount of whole blood. In order to prevent waste, all blood collecting is, therefore, coordinated under the National Blood Program.—Ed.

## What Size for Jacks, Ensigns?

**SIR:** I would appreciate any information on the existence of a list for comparing the size of national ensigns and jacks to be flown by difference types of ships. Say, for example, the senior officer present is in a battleship and he signals "Size Six" colors. If there are transports, destroyers and LSTs present, what size colors should they hoist?—R. Z. W., QMC, USN.

• Since there are more than 100 types of vessels, a comparison list of colors has never been prepared. Size of colors is determined by the hull allowance list for each ship.

In general, this list provides two sizes of colors for use in port. The smaller is flown weekdays, the larger Sundays and holidays. In addition, two other sizes are provided for use underway. One is for regular steaming, the other, the smallest of the four, for storms.

For ships allowed fewer than four sizes of colors, it is common practice when in port to designate the largest for Sunday and holiday use, the next largest for weekday use.—Ed.

## Change of Rating

**SIR:** Where will I find the Navy Department directive that authorizes changes in rating? My present rating is chief damage controlman (Carpenter's mate), (DCWC) and I want to change to chief builder (BUC). I am told that since I did not request the February 1953 service-wide examination last November, I must wait another year to do so. Please put me straight on this.—T.B.C., DCWC, USNR.

• Detailed instructions regarding submission of requests for changes in rate and rating are contained in BuPers Inst. 1440.5 of 23 Dec 1952. You will note that except for FCs changing to FT, a locally prepared examination must be given for this purpose and not the service-wide examination. Commanding officers, without reference to the Chief of Naval Personnel, are authorized to effect certain changes in rate in accordance with and under conditions set forth in Art. C-7213 of BuPers Manual.—Ed.

## 'Obliserv' for Officer Candidates

**SIR:** I have served on continuous active duty since enlisting in the Regular Navy 14 July 1951. I have been attending Officer Candidate School since January 1953, and I have been under the impression that time served in enlisted status and time in OCS is counted toward reduction of the obligated service when commissioned. Does the obligated active-duty service-time begin upon entering OCS or at the time of graduation and commissioning? What is the total Naval Reserve obligated service requirement for former enlisted personnel?—G.W.L., PH3, USN.

• Candidates under the age of 26, with no prior World War II military service or with service less than that indicated below, will be required to serve on active duty after commissioning for a period of three years. Candidates over the age of 26, or who have prior active military service in excess of 90 days between 7 Dec 1941 and 2 Sept 1945, or in excess of 12 months between 16 Sept 1940 and 24 June 1948 (V-12 training not included), will be required to serve on active duty for 24 months, less credit given by the Chief of Naval Personnel for active naval service performed subsequent to 24 June 1950. In no case will the period of obligated service required after commissioning be less than 15 months. All candidates will be required to maintain their commissioned status in the Naval Reserve for eight years following appointment (including period of active duty).—Ed.



TWO NAVYMEN played 'downed airmen' in submarine 'lifeguard' exercise in the Atlantic. Unusual photo shows raft secured by lines to periscope.

#### Periscope Picture

SIR: Here is a picture taken while our submarine, USS *Cobbler* (SS 344), was submerged during an east coast exercise. Specifically, it was a submarine "lifeguard" exercise in which Quartermaster Jay Parr and Lieutenant Mike Leddick played the roles of downed airmen. They were being "towed to safety" in a rubber life raft secured by lines to the periscope.—CDR R.H.H., Jr., USN.

• Not a sporting jaunt, the scene shown here recalls many suspenseful wartime incidents when downed aviators and aircrewmembers were rescued by submarine crews from under the guns of the enemy.—Ed.

#### Correspondence Courses Help

SIR: There are several of us out here on Guam who would like to know if the Officer Correspondence Courses actually carry much weight with the selection boards. For example, I have completed Education and Training (Parts I and II), Personnel Administration, Welfare and Recreation, and UCMJ. Also, I have spent a lot of spare time on these courses under the assumption that they are being considered. However, some of the newly appointed Warrants tell me they have completed only one or two courses.

I realize that these courses are of value for advancement to Chief and for added proficiency within the man's rating but the reason most PO1s take the courses is because of their interest in Warrant Officer or LDO. Do the selection boards take this into consideration?—R.E.H., PN1, USN.

• Selection boards do not divulge the methods which they employ in selecting individuals for appointments or promotion, nor do they divulge the reason for

selection or non-selection of any individual. However, it must be considered that all available information in an individual's Naval record such as age, length of service, education or educational equivalency, Naval schools and Naval correspondence courses completed, petty officer evaluation sheets, service background and experience, and classification battery test could be used as factors in making selections of those personnel considered best qualified.—Ed.

Here's a bit of background on the current warrant-selection program. Applications or special recommendations for temporary appointment to warrant grade have not been solicited by the Bureau since P.O. evaluation sheets (NavPers 1339) and individual service records were used in making selections. The latest selections for temporary appointment to warrant grade (W-1) were conducted during April-July 1952. Eligible for consideration were all Regular Navy and Naval Reserve CPOs and PO1s on active duty who had at least six years naval service and had not reached their 35th birthday on 1 Jan 1952.—Ed.

#### CPO Initial Clothing Allowance

SIR: I was discharged and reenlisted as a steward first class in May 1952 and was advanced to chief petty officer 16 December 1952. Now I would like to know if I am entitled to an initial clothing allowance?—L.T.C., SDC, USN.

• Inasmuch as you were not advanced to CPO within the nine months period subsequent to 28 October 1949, it appears that you are entitled to the special initial clothing monetary allowance. You should contact your disbursing officer for advice on how to obtain any money properly due you.—Ed.

#### Limits on Voluntary Extensions

SIR: I am a Reservist and would like to remain on active duty for several more years. Since 1950—when I volunteered for active duty—I have executed two requests for extension of active duty. Is there any limitation on the number of extensions of active duty? Are there any minimum or maximum periods of required service in regard to these active duty extensions?—J.M.O., QMSC, USNR.

• At the present time there is no limitation on the number of voluntary active duty extensions a Reservist may undergo.

Reservists on active duty may execute active duty requests, subject to the approval of the C.O., providing they have sufficient obligated service to cover the desired period.

No minimum period of extension of active duty exists for Reservists attached to a naval vessel or overseas activity. For those attached to a continental U.S. shore activity, periods of less than one year are subject to the approval of the Chief of Naval Personnel.

The maximum period of extension, in either case, is limited only by the time remaining in the current enlistment.

A man who has insufficient obligated service to cover the period he desires to remain on active duty must either reenlist or agree to extend his enlistment. Also, existing regulations specify that he must agree to serve on active duty a year subsequent to such enlistment date or effective date of extension of enlistment.

It is difficult to say what the picture on voluntary extensions of enlistment might be in the future. Personnel requirements vary according to the needs of the service, which in turn are predicated upon the international situation.—Ed.

#### Where's Accent on Rupertus?

SIR: Can you tell me for whom USS *Rupertus* (DD 851) is named, and what is the correct pronunciation? Is the emphasis on the first or second syllable?—K.L.K., YNC, USN.

• The answer, provided by the Ships Sponsors Section of the Department of the Navy and the Marine Corps headquarters, is that the correct pronunciation is RU PER TUS, accent on the second syllable. The destroyer was named for Major General William Henry Rupertus, USMC, who died in 1945. Major General Rupertus, a former commanding general of the famed First Marine Division, was a veteran of 31 years' service in the Marines.

Awarded for distinguished performance of duty during a career encompassing two world wars, the Sino-Japanese war and the Haitian campaign, the general's decorations included the Navy Cross, the Army Distinguished Service Medal and the Haitian Distinguished Service Medal.—Ed.

## Instrumentman Training Manuals

SIR: I am on board a ship that does not have training manuals for my rating. I am anxious to study the repairing of office machines: adding machines, calculators and duplicators. How can I obtain the Navy training course manuals for the instrumentman rating?—D.H.W., IM3, USN.

• There are three ways you may secure the material you desire: (1) Your division officer may requisition from the District Printing and Publications Office copies of the Enlisted Training Courses for Instrumentmen 3 and 2 (NavPers 10193) and Instrumentman 1 and Chief (NavPers 10194). (2) You may enroll in the Enlisted Correspondence Course for Instrumentman 3 (NavPers 91382), Instrumentman 2 (NavPers 91383), Instrumentman 1 (NavPers 91384) or Chief Instrumentman (NavPers 91385). If you are interested in enrolling in the correspondence course, see your ship's training officer for an application which he will forward via your commanding officer to the U.S. Naval Correspondence Course Center, Brooklyn 1, N. Y. (See ALL HANDS, November 1952, p. 44-46, for a complete round-up of available correspondence courses. There are other general and basic courses applicable to your rating.) (3) You may purchase a personal copy of the Navy's training manuals for Instrumentman 3 and 2 (NavPers 10193) for \$1.25, and Instrumentman 1 and Chief (NavPers 10194) for \$1.50, from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C. If you want to order these manuals for your personal use, send a postoffice money order to GPO, payable to the Superintendent of Documents, and specify Catalog No. D 208.11: In 7/2 and D 208.11: In 7, respectively. (See The Word in this issue of ALL HANDS.)—ED.

## Checkage for Unauthorized Absence

SIR: My question concerns the interpretation of the term "time served" and its application to a case of 11 hours of unauthorized absence. For example, a man fails to report upon expiration of liberty at 2300 the 25th of the month. He remains absent until 2200 the 26th. Is the day of the 26th a day of "time not served" and entered as such on page 8 of the service record?

I know that his pay and allowances are not checked since the period of absence was less than 24 hours. But, Art. C-7817, BuPers Manual states that "Any period of unauthorized absence is not 'time served' within the meaning of the Act of June 16, 1942, and must be deducted from the period of enlistment for the purpose of computing longevity increases of pay and reenlistment allowances." Also, BuSanda Manual states, in effect, that "the day of de-

parture is a day of duty, and the day of return is a day of absence." This may lead one to believe that although his pay and allowances would not be checked, the man would lose a day of "time served." What is the correct interpretation?—J.M.S., PN2, USN.

• Your question presents an undesirable situation which some Nacymen do not fully understand. Besides the fact that AOL is unmilitary conduct and may affect the man's proficiency and advancement, he is subject to disciplinary action if his absence is not excusable for good cause.

When a member is absent without authority, the following rules govern the checkage of his basic pay and other items of pay and allowances which are fixed on an annual or monthly basis: (1) For absence on 28 February, deduct three days; (2) on 29 February deduct two days; (3) on 30th and 31st days of a 31-day month, deduct one day; (4) On 31st day of a 31-day month, deduct one day; (5) on 30th, 31st and 1st day of following month, deduct two days; (6) On 31st day and 1st day of the following month, deduct two days. A fractional part of a day will not be considered in making checkages of pay and allowances for absence. Such absence is not entered as time not served on Page 8 of the service record.—ED.

## Ribbons on Aviation Work Uniform

SIR: On page 29 of the February 1953 ALL HANDS you state, "Ribbons are not authorized on the Aviation Winter Working Uniform." The authority for this, I believe, is Article 0213 of Navy Uniform Regulations. However Plate 2-4 of Uniform Regs shows ribbons being worn with the aviation winter working uniform. Could you clarify this point for me?—CDR H.G.M., USN.

• The written material in Uniform Regs and the statement in ALL HANDS are correct: no ribbons with the aviation winter working uniform. As a matter of fact memorandum change 1-2 to Uniform Regs has just been issued. In this change the ribbons shown in Plate 2-4 of Uniform Regs being worn on the aviation winter working uniform are being deleted to conform to the text.—ED.

## Family Allowances for PO2 and Up

SIR: When did the Navy first authorize family allowances for the dependents of PO's second class and above?—J.D.R., MMC, USN.

• The first monetary allowance in lieu of quarters for the dependents of PO2s and above (and for comparable rates in the other branches of the armed services) was authorized by Congress in the Act of 16 June 1942, Public Law 607 (77th Congress). This law required such dependents to meet certain requirements of eligibility to receive specified payments.—ED.

## How to Join Caterpillar Club

SIR: To whom do you make application for membership in the Caterpillar Club. I am an enlisted pilot and was shot down and forced to bail-out in Korea.—R.H.B., MSgt., USMC.

• Information concerning the Caterpillar Club may be obtained from the Irving Parachute Co., Lexington, Ky.—Ed.

## Metal Rank Insignia on Raincoats

SIR: A question has come up concerning the proper positioning of the new metal rank insignia worn on the shoulder straps of officers' raincoats. In article 0222.2 of Navy Uniform Regulations (1951) it is specified that the bar devices "shall be centered lengthwise on the shoulder strap with the outer end  $\frac{1}{2}$  of an inch from the squared end of the shoulder strap."

This seems to indicate that the bars of an ENS, LTJG, LT, WO or CWO should be worn with the axis of the bars parallel to the axis of the shoulder strap. The arrangement of the pictures of the bars on page 2-15 (Uniform Regs) strengthens this interpretation. Nevertheless, it would seem that the axis of the bars should be parallel—rather than at right angles—to the wearer's arm hole seam. How about this?—F. N. Q., Jr., LT, USN.

• The axis of the bars should lie parallel to the arm hole seam. It was intended that the metal bars—worn on the shoulder straps of raincoats and aviation winter working overcoats—should be placed with their long axis perpendicular to the long dimension (center line) of the strap. As you point out, this is not clear and the wording of this article in Uniform Regs will be clarified in a future change.

Incidentally, these devices can be purchased in two types: in the clutch-on type (which snaps on) and the screw-on type. Many officers prefer the clutch-on variety because the projecting stud of the screw-on type can pierce and injure the cloth fabric of the coat.—ED.





## Brochure Tells Story of San Diego Spearfishing Club

SIR: Here's some more information for Navymen who may be interested in the formation of a spearfishing or diving club at their station (see ALL HANDS, February 1953, p. 44).

The "San Diego Kelp Kings" were formed here at the Naval Station, San Diego, Calif., recently and we have been recognized and granted money from the Recreation Fund for the purchase of equipment.

We have also contributed the majority of the safety rules adopted by the International Underwater Spearfishing Association, have developed a sound charter and rules applicable to a military unit and have devised a program of underwater techniques in-

cluding use of various types of spearguns and aqua-lung equipment.

Anyone interested in how we organized may obtain a brochure of such information by writing the Commanding Officer, U. S. Naval Station, San Diego, Calif.

Incidentally, a popular magazine editor gave us permission to use a magazine cover picture for our club insignia. How do you like it?—J.F.E., SCLK, USNR.

• *Slick as a whistle — and the brochure ought to be just the ticket for other Navymen serving at warm-weather stations who want to get out and catch their fish the adventurous way.*—ED.



'SAN DIEGO KELP KINGS' have snappy spearfishing insignie (left). SCLK J. F. Elmore, USNR, displays abalone catch made from recreation boat.



## World's Largest Cranes

SIR: What are the world's most powerful water-borne and land-based cranes and where are they located? I'd also appreciate some statistics on their strength and characteristics. —T.A.W., ENDC, USNR.

• Two German-built floating cranes are considered the world's most powerful in load-carrying ability. One of these is supposedly in the U.S.S.R. The other, a YD or floating crane, is at the Long Beach Naval Shipyard, Calif. Known as YD-171, she was acquired by the U.S. Navy from the German Navy after World War II.

YD-171 has a rated maximum lifting capacity of 350 tons for a distance of 113 feet from the boom mounting's center of rotation. At 210 feet from center, the boom can lift 50 tons. At "high boom," the boom stands 375 feet above the water line.

Base section and all, the floating crane displaces more than 5000 tons and has a 10-foot draft. Its base is 205 feet long and 108 feet wide. Speed is 5.8 knots forward and 4.6 knots astern. Propulsion and lifting power is provided by

three Diesel generators which turn up 2400 kilovolt amperes.

Another steel monster, this one at the San Francisco Naval Shipyard, Calif., is the most powerful crane—land based or otherwise—in the world. It has handled 630 net tons. It is an overhead traveling crane which moves along a structure cantilevered on both ends over the sides of the pier.

The crane's twin lifting devices operate along a 730-foot overhead runway. Each can lift 245 tons. Together they have a rated maximum lifting capacity of 450 long tons.

## Corpsmen Want Measurements of Seagoing Ladies

SIR: In order to settle an argument out here at Easy Medical Co., we Navy Hospital Corpsmen need the displacement tonnage, length and width of the USS Coral Sea, USS Missouri, ss

Queen Mary and ss United States. Can you help us out?—W.F.H., HMC, USNR.

• *Here's the information—hope it settles the argument in your favor.*—ED.

	Displacement Tonnage	Length	Width
USS Coral Sea (CVA 43)	51,000 (62,000 full load)	968 (o.a.) ft.	136 ft.
USS Missouri (BB 63)	45,000 (57,450 full load)	887½ (o.a.) ft.	108 ft.
ss United States	53,000	990 (o.a.) ft.	101 ft.
ss Queen Mary	81,237	1020 (o.a.) ft.	118.6 ft.

## Who Has Precedence?

SIR: Local efforts to settle an argument on enlisted precedence have ended in a deadlock. We have read article C-2102 of the BuPers Manual with various interpretations, hence the letter.

In the case of an HMC (date of rate 1-1-43) an SKC (date of rate 1-1-45) and a TMCA (date of rate 1-1-50) which would have military and command precedence? We understand that if all made CPO on the same date, the chief torpedoman's mate would be senior. But how do varying dates of rate work in such cases?—C.A.B., YNC, USNR.

• *The TMCA has military and command precedence. Dates of rate have no consequence between dissimilar rates. For example, a BMC whose date of advancement is 1-1-52 takes precedence over a QMC whose date of advancement is 1-1-42. The dates of advancement referred to in article C-2102 are the dates of precedence of, say, any two BMCs or any two QMCs or any two CPOs of the same rate. Refer, also, to p. 28, Feb. 1953 ALL HANDS.*—ED.

## Marriage's Effect on Citizenship

SIR: A lot of questions turn up in the recruiting business but there's one that's got me stumped—maybe you can help me out. Does a native born citizen of the U.S. lose his citizenship rights by marrying an alien any time between 1918 and 1953?—J.C.A., BTC, USNR.

• *Before 22 Sept 1922, yes. After that date, no.*

Under the provisions of the Act of 2 March 1907, Title 8, Sec. 9 of U.S. Code, a native-born citizen of the U.S. lost citizenship rights by marriage to an alien if such marriage was contracted on or before 22 September 1922. However, a person losing his or her citizenship under the above Act is subject to repatriation under the provisions of the Act of 25 June 1936, Chap. 801, 49 Stat. 1917, as amended 2 July 1940, Chap. 509, 54 Stat. 715.

Under the provisions of the Act of 22 September 1922, Chap. 411, Sec. 3(a), 42 Stat. 1022, a native-born citizen of the U.S. does not lose citizenship rights by marrying an alien, if such marriage is contracted subsequent to 22 September 1922.—ED.

## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• **uss Leedstown Survivors Association**—The annual reunion dinner will be held 30 May 1953. All survivors of *uss Leedstown* (AP 73) may make reservations with Frank A. Wiseman, 126 West 82nd St., New York, N. Y.

• **uss Kilauea—Mt. Baker (AE 4)**—The third reunion of "Ship's Company" will be held 30 and 31 May 1953 in Cincinnati, Ohio. The price will be \$10.00 per couple which includes a dinner dance and refreshments for Saturday, and refreshments and lunch Sunday. Interested members should contact A. J. Finkbeiner, Elmwood Place, Cincinnati 16, Ohio.

• **Waves**—All Waves are invited to attend the 11th Annual National Wave Reunion to be held 31 July and 1 and 2 Aug 1953, at the Brown-Palace Hotel, Denver, Colo. For information, send self-addressed stamped envelope to National Wave Reunion Committee of 1953, Inc., P.O. Box 622, Denver, Colo.

• **Navy No. 157, Palermo, Sicily**—The second reunion of all officers and men will be held over the week end of 27 June 1953 at the Hotel Penn-Harris, Harrisburg, Pa. For information write to A. L. Coddington, 679 Carlyle Place, Union, N. J., before 15 June.

• **USNH Bainbridge, Md.**—All hands who served at USNH Bainbridge during any part of 1951 and 1952, and are interested in holding a reunion with time and place to be decided, please contact Melvin R. Cohen, 149 Broadway, New York 6, N. Y.

• **uss Starlight (AP 175)**—Members of this ship's company interested in a reunion to be held at time and place to be decided may contact L. E. Haskins, A-221, 749 Octavia, San Francisco 4, Calif.

• **uss Oklahoma Veterans**—The third annual meeting of this association will be held at the Governor Clinton Hotel,

32nd St. and 7th Ave., New York, N. Y., on 2 and 3 May 1953. Interested persons may contact Edward H. Lutz, 673 Linley Road, Glendale, Pa., or Hugh W. McClarin, 215 4th St., Ridgefield Park, N. J.

• **Pt Officers**—Former PT officers are laying plans for their Annual Spring Reunion of Peter Tare Inc. The reunion will be held in New York City on 17 and 18 Apr 1953. Members interested in obtaining further information may write Box 1682, Grand Central Station, New York, N. Y.

• **LSI(L) Flotilla II**—Rear Admiral Lorenzo S. Sabin's fighting group will hold a reunion for all former officers and men in New York City, 14 and 15 Aug 1953. For further information, write to Mr. H. L. Bane, 14 South Broadway, Irvington, N. Y., or Mr. Joe Smith, Suite 2920, Empire State Building, New York, N. Y.

• **Radio Materiel School Alumni**—A reunion and dance for graduates and instructors and their ladies will be held at the Officers' Club, Naval Gun Factory, Washington, D. C., on 24 Apr 1953. For information, contact Mr. S. B. Hurwitz, 2503 Jennings Court, Silver Spring, Md.

• **Fifth Special Naval Construction Battalion**—The second reunion of this organization will be held 5 through 7 July 1953 at Los Angeles, Calif. Former members may write to Chief Kerrison, Box 607, Haynesville, La. California members write to Gene Crawford, 369 E. Riggan St., Monterey Park, Calif.

• **91st Naval Construction Battalion**—The fourth annual reunion of the 91st Seabees will be held in Anderson, Ind., 30 and 31 May 1953. For further details, write to N. P. Sercombe, 516 N. Milwaukee St., Jackson, Mich.

• **uss ABSD 2**—A reunion of World War II crew members of this ship will be held on 1 May 1953, in New York, N. Y. For information, write to Ray Ferrara, 1461 58th St., Brooklyn 19, N. Y.

• **uss LST 845**—The fourth special reunion of all personnel of LST 845 will be held at the Hotel Roosevelt, Pittsburgh, Pa., 18 through 20 June 1953. This reunion is in addition to the previously announced meeting to be held in Detroit, Mich., in 1954. For complete information, contact John A. Osbourne, LST 845 Reunion Committee, 2011 North Illinois St., Indianapolis 2, Ind.

• **86th Naval Construction Battalion**—The 86th Seabees are planning their fifth annual reunion to be held in New York, N. Y., during April 1953. All former shipmates contact Albert J. Sheehan, 289 McKinley Ave., Brooklyn 8, N. Y.

• **46th Naval Construction Battalion USNR and 41st Naval Construction Regiment, USNR**—All hands who served with either or both of these units and are interested in holding a reunion, please write to O. L. Pickering, 614 Goodwyn Institute Building, Memphis, Tenn.

• **uss LCI(L) 966**—All hands who served in this ship and are interested in holding a reunion may contact either George E. Long, 12059 Milton St., Silver Spring, Md., or Dominic Cerra, 819 E. Drinker St., Dunmore 12, Pa.

• **uss Nashville**—The second reunion of this ship's crew was held 20 Feb 1953. It is planned that a yearly reunion will be held on 6 June, the ship's commissioning date. Former officers and men interested in such a plan may contact A. W. Roberts, 1251½ E. 1st St., Long Beach, Calif.

• **uss Concord (CL 10)**—The second annual reunion of this ship's crew will be held in Chicago, Ill., in September or October 1953. Interested members may contact Phillip A. Smith, Jr., 1366 E. Livingston Ave., Columbus 5, Ohio.

• **uss PC 474**—Former crew members of this ship interested in holding a reunion in July 1953 at Plymouth, Mass, may contact Everett D. Lewis, Jr., 39 Spring Road, Nahant, Mass.

## Correspondence Courses for PN3

SIR: I have been reading ALL HANDS since entering the Navy. One section I watch especially close is the one listing the various Enlisted Correspondence Courses which become available from time to time. However, I have yet to see any reference to a correspondence course for the personnel man rating. How about that?—W.E.M., PN3, USN.

• Among the Enlisted Correspondence Courses now in preparation are four that should make your eyes sparkle: PN3, PN2, PN1 and PNC. Announcements will be made in ALL HANDS, "The

Naval Reservist" and the "Naval Training Bulletin" when the courses are ready for distribution.—Ed.

## Excess Leave Checkage

SIR: On 30 June 1952, after credit of 39 days annual leave for the fiscal year had been made, a man's leave record showed a balance of minus 18½ days, (no emergency, reenlistment or recruit leave involved). Accordingly, his pay and allowances were checked for 18½ days excess leave. However, the disbursing officer checked his pay and allowances for 19 days. Is it possible to

check a man's pay for a half day leave?—J.M.S., PN2, USN.

• BuPers Manual provides that whenever the summation of an earned leave credit for the purpose of determining the number of days to be compensated for in cash upon separation from active duty results in a fractional day, credit for a full day shall be given. Therefore, this same principle must be applied to any case where the member is to be checked for excess leave. In the case mentioned, the member would be checked for 19 days since it is not possible to check a member for part of a day's pay.—Ed.

## LETTERS TO THE EDITOR (Cont.)

### Shore Duty for WOs

SIR: What is the present policy concerning shore-duty requirements for warrant machinists and chief machinists attached to the Navy's air arm?—J.A.W., CHMACH, USN.

• Warrant machinists and chief machinists assigned to the aeronautical organization of the Navy are normally required to serve from four to five years at sea for every two years ashore.—ED.

### Prohibited Payment of MOP

SIR: Does the Mustering Out Payment Act of 16 July 1952 prohibit payment to members of the Naval Reserve who are discharged and reenlisted in the Naval Reserve while on active duty? Why should this category be excluded from payment at the time of discharge and reenlistment in the Naval Reserve while on active duty?—E.J.S., YNC, USNR (CAD).

• The prohibition against payment of Mustering Out Pay to members of the Naval Reserve or Regular Navy who are discharged for the purpose of enlistment or reenlistment in the Naval Reserve is contained in Title V, Sec. 502(b) of the Veterans Readjustment Act of 1952, which reads, in part, as follows: "Each person eligible to receive Mustering Out Payment . . . shall receive one-third of the stipulated amount at time of final discharge or ultimate release from active service . . . or at the time of discharge or release for the purpose of enlistment, reenlistment or appointment in a Regular component of the armed forces. . ."

Similar language was contained in the MOP Act of 1944. The reason for the prohibition in question would appear to be to encourage enlistments in the Regular Navy. The above quoted provision of the Veterans Readjustment Assistance Act of 1952 is implemented by BuSandA Manual, para. 54165-6 (Item 11). Also see *Alnav*, ALL HANDS, September 1952, p. 6, and December 1952, p. 44.—ED.

### Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order.

uss *Melvin* (DD 680)—The cruise book of *uss Melvin*, covering the entire history of the ship, and more specifically its recent operations in the Mediterranean and Northern Europe, has been published. It is a 60-page volume and may be purchased for \$3.00. Send remittance to *uss Melvin* (DD 680), c/o Fleet Post Office, New York, N. Y.

### Tour of Duty for NROTC Officers

SIR: BuPers Circular Letter 62-52 states that the obligated service of an officer commissioned under the NROTC program is three years in accordance with a Public Law passed by the 82nd Congress.

Does this affect everyone who was ever commissioned under the NROTC program, or only those commissioned after the law was enacted? In my case, I was commissioned under the NROTC program in June 1951 under contract to serve a minimum of 15 months. Will I be eligible for release to inactive duty this June, or do I have another year to serve?—G.S., ENS, USNR.

• You must be referring to Public Law 51, 82nd Congress, which says that "all officers commissioned from the NROTC program whose education was subsidized by the government are obligated to serve for three years on active duty after acceptance of first commission."

This means that you will be eligible for release from active duty, if you so apply on the third anniversary of your entry on active duty as a commissioned officer, in June 1954.—ED.

### Proceed Time on Transfer

SIR: I received orders while aboard ship for "temporary duty at Instructors Training School." My orders read, "upon successful completion of this course, you will be transferred ashore to a permanent duty station." If the course was "not successfully completed," I would be returned to my ship.

The ship would not allow me "proceed time" because they could not be sure that I was leaving permanently. What are the rules governing this?—T.J.F., FTC, USN.

• If you are not transferred in a draft, four days "proceed time," exclusive of travel time, may be authorized if you are an enlisted man with dependents. When such personnel are transferred on permanent change of station, with or without temporary duty en route, and when the orders fix no date and do not express haste, proceed time is also authorized (Art. C-5316(8) BuPers Manual).

However, when an enlisted person is transferred from one permanent duty station and ordered to another permanent duty station with temporary duty en route, proceed time as specified above, if taken, must be taken prior to reporting at the temporary duty station and may not be taken after completing the temporary duty orders. In your case, proceed time could have been included in your orders.—ED.

### No Change in 4-Year Hitch

SIR: Several shipmates have been asking questions about a bill that is to be presented to Congress, concerning the reduction of all four-year enlistments to 30 months. They seem to think it concerns those personnel who enlisted after the outbreak of the Korean conflict. Do you know if there is such a bill?—E.W.M., PN3, USN.

• BuPers has no knowledge of such a bill.—ED.

...how to send ALL HANDS to the folks at home

Superintendent of Documents  
Government Printing Office  
Washington 25, D.C.

ENCLOSED find \$2.25 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

NAME.....

ADDRESS.....

(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.)



# Teamed Together for National Defense

CONGRESS, to coordinate the operations of U. S. armed forces deployed in various parts of the world, in 1947 passed the National Security Act. This act established a new executive agency, the Department of Defense.

Every salt water sailor knows a good bit about the Department of the Navy, knows that this department directs the actions of his ship and of himself. But not everyone has a clear idea of how the Department of Navy fits into the over-all Department of Defense.

It is the purpose of this article and the accompanying chart to give you a "bird's-eye view" of the various units which together are called "The Department of Defense" and which have their headquarters in the Pentagon building in Washington, D. C.

The chart also shows three other agencies which, although not a part of the Department of Defense, do assist the President in coordinating all government activities on behalf of the security of the nation. These agencies are the National Security Council, the National Security Resources Board and the Central Intelligence Agency.

The Department of Defense was established by the National Security Act of 1947 as a new executive department under the President. It is headed by a Secretary of Defense who sits with the other members of the President's cabinet (i.e., the Secretary of Agriculture, Secretary of Interior, etc.).

Under the Secretary of Defense come the three services, the Army, the Navy and the Air Force, with each service headed by its respective Secretary. These secretaries do not sit on the President's cabinet as they once did since they are now represented at these meetings by the Secretary of Defense.

To assist him in coordinating the efforts of the Army, Navy and Air Force, the Secretary of Defense not only has a deputy secretary and several top-level assistant secretaries but also four district agencies to help him. These are the Joint Chiefs of Staff (with its Joint Staff), the Armed Forces Policy Council, the Munitions Board and the Research and Development Board.

Let's take a closer look at each of these.

**Secretary of Defense**—He is the President's principal assistant in all matters relating to the defense of the nation. As Secretary of Defense, this executive supervises the operation of the entire Department of Defense within the policies stated by the President and the laws passed by the Congress.

At least every six months the Secretary of Defense submits a written report to the President and Congress explaining the expenditures, work and accomplishments of the Department of Defense and of the three military departments.

His control is moderated, though, by the fact that the Secretary of Army, Navy or Air Force, or any member of the Joint Chiefs of Staff, may present to Congress any recommendation relating to the Department of Defense. The only requirement is that the Secretary of Defense be first informed of the action.

As you see on the chart, the Secretary is aided by a Deputy Secretary of Defense and three Assistant Secretaries, one of whom is the Comptroller. The Comptroller supervises and directs the preparation of budget esti-

mates and cost accounting for the Defense Department.

The Comptroller also establishes uniform terminologies and procedures in fiscal and accounting matters. His methods form a pattern to be followed by the Comptrollers of the three Armed Services.

Deputy Secretary of Defense — is responsible for the supervision and coordination of the activities of the Department of Defense as directed by the Secretary of Defense. He acts for, and exercises the power of, the Secretary of Defense during the Secretary's absence.

**The Joint Chiefs of Staff**—This is the planning center for military action in the Department of Defense. It consists of the Chairman; the Chief of Staff, U. S. Army; the Chief of Naval Operations; and the Chief of Staff, U. S. Air Force.

Besides making broad plans and providing for the strategic direction of the Armed Forces, the Joint Chiefs of Staff also have the following duties:

- Prepare joint logistic plans and assign logistic responsibilities to the military services in accordance with defense plans.
- Establish unified commands in strategic areas when required by national security. For example, the Army, Navy and Air Force units operate under an Army general who serves as Commander in Chief of the Caribbean Command, an Air Force general in the Alaskan Command and an admiral who serves as CincPac.
- Make policies for joint training of the military forces, that is, conduct cross-training of personnel. For example, a number of Air Force fliers have passed their initial tests in landing on and taking off from carriers; a number of Navy fliers have been trained by the Air Force in the handling of its newest jet planes.
- Make policies for coordinating the military education of members of the military forces. For example, officers of the three services are being trained in combined courses at the National War College, the Industrial College of the Armed Forces, the Armed Forces Staff College, the Armed Forces Information School and others.
- Study the major requirements for materials and personnel.
- Provide U. S. representation on the Military Staff Committee of the United Nations in accordance with the provisions of the Charter of the U. N.

The Chairman is a Regular officer of the Armed Services who is appointed by the President with the consent of the Senate to "serve at the pleasure of the President" for a term of two years. He is eligible for one reappointment (with the consent of the Senate) except in time of war, when there is no limitation on reappointments.

Assisting the Joint Chiefs of Staff is the Joint Staff, composed of not more than 210 officers appointed by the Joint Chiefs in approximately equal numbers from each of the three Armed Services. These men, selected for their outstanding abilities, consider all problems involved in strategic defense planning and recommend solutions to the Joint Chiefs of Staff who, in turn, present their ideas to the Joint Chiefs of Defense for final decision.

**The Armed Forces Policy Council**—Composed of the three Service Secretaries along with the members of the

(Continued on page 34)

# ORGANIZATION OF THE NATIONAL SECURITY ACT OF 1947

AS SET FORTH IN THE NATIONAL SECURITY ACT OF 1947



PRESIDENT UNITED STATES

**NATIONAL SECURITY COUNCIL**  
Chairman: Not named

**MISSION**  
Advise the President on integration of domestic, foreign and military policy.

**DUTIES**  
1. Recommend action re U. S. actual and potential military power, based on objectives, commitments and risks.  
2. Recommend action re matters of common interest to federal activities concerned with national security.

**MEMBERSHIP**  
Permanent: The President  
The Vice President  
Secretaries of State and Defense  
Chairman, National Security Resources Board  
Optional: Secretaries and Under Secretaries of other executive departments and the military departments  
Chairman, Munitions Board  
Chairman, Research and Development Board



**SECRETARY OF DEFENSE**  
Chairman, Department of Defense

Serve as principal assistant to the President in all matters relating to the Department of Defense.  
Exercise direction, authority and control over the Department of Defense.

**DEPUTY SECRETARY OF DEFENSE**  
Chairman, Department of Defense

Responsible for the supervision of the activities of the Department of Defense as directed by the Secretary of Defense. Exercises the power of the Secretary of Defense during his absence.

**CENTRAL INTELLIGENCE AGENCY**  
Director, Allen W. Dulles

**MISSION**  
Coordinate intelligence activities of federal agencies concerned with national security.

**DUTIES**  
1. Advise National Security Council on national security intelligence activities of federal departments and agencies.  
2. Recommend necessary coordination of such activities to National Security Council.  
3. Correlate, evaluate and disseminate national security intelligence.  
4. Render intelligence services for other federal departments and agencies.



**ASSISTANT SECRETARY (COMPTROLLER)**  
Willard J. McNeil



**JOINT CHIEFS OF STAFF**  
Chairman, General Omar Bradley

**MISSION**  
Principal military advisers to the President, the National Security Council and the Secretary of Defense.

**DUTIES**  
1. Strategic planning for and direction of military forces.  
2. Joint logistic plans and assignment of logistic responsibility to services thereunder.  
3. Established unified commands in strategic areas.  
4. Formulate joint training policies.  
5. Formulate coordinating military education policies for services.  
6. Review major military material and personnel requirements under strategic and logistic plans.  
7. Provide U. S. representation on Military Staff Committee of United Nations.

**MEMBERSHIP**  
Chairman, Joint Chiefs of Staff  
Chief of Staff, Army  
Chief of Naval Operations  
Chief of Staff, Air Force



**ARMED FORCES POLICY COUNCIL**  
Chairman, Charles Erwin Wilson

**MISSION**  
Advise the Secretary of Defense on broad armed forces policy matters.

**MEMBERSHIP**  
Secretary of Defense, Chairman  
Deputy Secretary of Defense  
Chairman, Joint Chiefs of Staff  
Secretaries of: Army, Navy, Air Force  
Chief of Staff, Army  
Chief of Naval Operations  
Chief of Staff, Air Force



**JOINT STAFF**

**DUTIES**  
As directed by the Joint Chiefs of Staff.

**MEMBERSHIP**  
Not to exceed a total of 210 officers from Army, Navy and Air Force; approximately equal numbers from each

**DEPARTMENT OF THE ARMY**  
Secretary: Robert T. Stevens

**UNDER SECRETARY**  
Earl D. Johnson

**ASSISTANT SECRETARY**  
Not named

**ADMINISTRATIVE ASSISTANT**  
John D. Martyn

**CHIEF OF STAFF**  
General J. Lawton Collins



**DEPARTMENT OF THE NAVY**

**UNDER SECRETARY**  
Charles S. Thomas

**ASSISTANT SECRETARY**  
Not named

**CHIEF OF OPERATIONS**  
Admiral

# NATIONAL SECURITY

NATIONAL SECURITY ACT OF 1947 AS AMENDED

UNITED STATES

SECRETARY OF DEFENSE

Assistant Secretary for all matters relating to Defense.

DEPUTY SECRETARY OF DEFENSE

Supervision of the activities of the Secretary of Defense. Acts for, and the Secretary during his absence or disability.



## NATIONAL SECURITY RESOURCES BOARD

Chairman: Not named

### MISSION

Advise the President re coordination of military, industrial and civilian mobilization

### DUTIES

Develop policies and programs for:

1. Manpower mobilization.
2. Effective war-time use of resources, balancing military and civilian requirements.
3. Unified war-time federal effort in production, procurement, distribution, transportation of military and civilian supplies, materials and products.
4. Determining status of potential war-time supply vs needs for manpower, resources and productive facilities.
5. Strategic and critical material reserves and their conservation.
6. Strategic relocation of key industrial, service, government and economic activities.

### MEMBERSHIP

Heads of such federal departments and agencies as the President directs. Presently: Secretaries of: State, Treasury, Defense, Interior, Agriculture, Commerce and Labor.

ASSISTANT SECRETARY (MANPOWER AND PERSONNEL)

John A. Hannah

ASSISTANT SECRETARY (INTERNATIONAL SECURITY AFFAIRS)

Frank C. Nash



## MUNITIONS BOARD

Chairman: Not named

### MISSION

Perform the following duties under the Secretary of Defense in support of JCS strategic and logistic plans:

### DUTIES

1. Coordinate Department of Defense activities in industrial matters, their procurement, production and distribution plans.
2. Plan for military aspects of industrial mobilization.
3. Assign inter-service procurement responsibility; plan for specification standardization and for single purchase authority allocation.
4. Prepare potential production and personnel estimates for evaluating logistic feasibility of strategic operations.
5. Determine priorities with military procurement programs.
6. Supervise assigned subordinate agencies.
7. Establish most efficient inter-service logistic organization.
8. Correlate and develop policies for military vs civilian requirements, particularly on strategic and critical materials through liaison with other federal activities.
9. Reconcile JCS logistic requirements with those of supply agencies, recommending action to the Secretary of Defense.

### MEMBERSHIP

Chairman of the Board Under or Assistant Secretaries of: Army, Navy, Air Force

## RESEARCH & DEVELOPMENT BOARD

Chairman: Walter G. Whitman

### MISSION

Advise Secretary of Defense on status of scientific research in re national security and assure adequate provision for research and development on scientific problems in re national security.

### DUTIES

1. Prepare integrated military research and development program.
2. Advise on scientific research trends re national security, and steps to assure constant progress.
3. Coordinate research and development among the services and allocate responsibility for specific joint programs.
4. Formulate Department of Defense policy on research and development matters outside the Department.
5. Examine interaction of research and development and strategy, and advise JCS thereon.

### MEMBERSHIP

Chairman of the Board Two representatives each from Army, Navy, Air Force, designated by the Secretaries of these departments.



DEPARTMENT OF THE NAVY

## DEPARTMENT OF THE AIR FORCE

SECRETARY Harold E. Talbot

UNDER SECRETARY James H. Douglas, Jr.

ASSISTANT SECRETARY (MATERIEL)

Not named

ASSISTANT SECRETARY (MANAGEMENT)

H. Lee White

CHIEF OF STAFF

General Hoyt S. Vandenberg

ASSISTANT SECRETARY FOR AIR

John F. Flaberg

ADMINISTRATIVE ASSISTANT TO SECRETARY

John H. Dillon

CHIEF OF OPERATIONS

Admiral F. J. Flaberg





## U.S. DEFENSE TEAM (Continued from page 31)

Joint Chiefs of Staff and the Deputy Secretary of Defense, this council advises the Secretary of Defense on broad Armed Forces policy matters. It considers and reports on all subjects that the Secretary of Defense directs, performing much the same functions for SecDef as does the National Security Council for the President.

**The Munitions Board**—The Chairman of the Munitions Board is appointed by the President from civilian life, by and with the consent of the Senate. The three military departments are each represented on the Board by either an Under Secretary or an Assistant Secretary.

The Munitions Board serves as the coordinating agency within the Department of Defense for official communications to and from the National Security Resources Board and other government agencies. From the Munitions Board flow much of the basic data needed by the National Security Resources Board and other related agencies in the discharge of their broader responsibilities to the President.

Basically the Munitions Board is responsible for:

- Coordination, procurement, production and distribution plans and policies of the departments and agencies of the Department of Defense.
- Liaison with other departments or agencies of the Government with a view toward correlating military requirements with the civilian economy.
- Stockpiling of critical materials.
- Planning military aspects of industrial mobilization.
- Assigning inter-service procurement responsibility and planning for standardizing specifications and for allocating single purchase authority.
- Establishing the most efficient inter-service logistic organization. One early move was to combine the Air Transport Command of the U. S. Air Force and the Naval Air Transport Service to form the Military Air Transport Service (MATS). Another move was the joining of the Army's and the Navy's sea transportation services into the Military Sea Transportation Services (MSTS).

**Research and Development Board**—It coordinates the creating and developing of military equipment and assures teamwork with civilian scientists.

In order to keep the Secretary of Defense informed on research and development matters, the Board works closely with the Joint Chiefs of Staff, the Munitions Board and the Departments of Army, Navy and Air Force. The Board makes periodic reports to the Joint Chiefs regarding the status of every important type of weapon under development, telling them the performance characteristics expected and how soon it should be ready for use. The Board coordinates research and development among the military departments.

Two representatives from each of the three military departments, acting under a chairman appointed by the President, comprise the Research and Development Board. One of these representatives is the Under Secretary or an Assistant Secretary, the other is a military officer. Like the chairman of the Munitions Board, the civilian chairman of the Research and Development Board is directly under the authority of the Secretary of Defense and has the power to act for him.

These then are the components of your Department of Defense. As mentioned earlier, there are three other agencies which also contribute directly to the security of

the U. S., but which are of a broader scope and are not included in the Department of Defense.

### Other National Defense Organizations

**The National Security Council** brings together and evaluates foreign, domestic and military policies relating to the national security.

In the Council all major considerations affecting national security, including political, economic and military factors, are evaluated as a basis for recommendation to the President, who, as a member, presides over Council meetings.

The work of the Council enables the military services and the other departments and agencies of the Government to cooperate more effectively in matters involving the national security. The Council is something new in U. S. history. Briefly, it studies the objectives, commitments and risks of the U. S. in relation to the actual and potential military power of the nation.

In addition to the President, the Council is composed of the Vice President, the Secretary of State, the Secretary of Defense, the Chairman of the National Security Resources Board, the Secretaries or Under Secretaries of certain other executive departments (including the military departments), the Chairman of the Munitions Board and of the Research and Development Board.

Normally the Council gets its basic information from the existing departments and agencies. Its "Secretariat" is largely concerned with analysis and correlation of such information and its orderly preparation for consideration by the Council.

**Central Intelligence Agency**—Under the direction of the National Security Council, the Central Intelligence Agency coordinates intelligence activities of all Federal agencies concerned with national security. Its principal duties are:

- To advise the National Security Council on national security intelligence activities of Federal departments and agencies.
- To evaluate and disseminate national security intelligence.

CIA interprets information about foreign forces and domestic activities that might be a threat to our country and provides facts upon which the National Security Council and other agencies can base plans and policies.

**The National Security Resources Board** advises the President on the coordination of military, industrial and civilian mobilization. Made up of the heads of such Federal departments and agencies as the President directs, the Resources Board presently consists of the Secretaries of State, Treasury, Defense, Interior, Agriculture, Commerce and Labor. The civilian chairman, appointed by the President, has a staff of specialists to assist the Board in carrying out its functions.

The Board must help determine the availability and most effective wartime use of manpower, raw materials, products, electrical power, fuel, transportation and communications facilities and other resources. This means that it must develop policies and programs for stockpiling and conserving strategic and critical materials and, for separating and dispersing certain key industrial, service, Government and economic activities.

(NOTE: ALL HANDS will follow this round-up of the Department of Defense with a summary of the naval establishment and the duties and responsibilities of the Secretary of the Navy and the Chief of Naval Operations.)

# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



'SEA DART'—Navy's delta wing XF2Y-1 experimental jet seaplane is equipped with hydro-skis for better rough water takeoffs, landings.

## Ski-Jet Makes Preflight Trials

The world's first delta-wing, jet-powered seaplane has been built for the Navy and is undergoing preflight trials.

The radical aircraft, the XF2Y-1 *Sea Dart*, has been built to take off and land on a hydro-ski that will keep its fuselage well above the surface when it is moving rapidly. As soon as the plane is airborne, the hydro-ski will retract into the craft's belly, giving the *Sea Dart* the low-drag flight of a land-based jet.

The Navy states that the high-speed, fighter-type aircraft should help "expand the air defense perimeter of fleets at sea and installations ashore." By making use of water for a landing field, the *Sea Dart* should be able to operate without the need of elaborate airdromes.

The plane, still in the experimental stage, has no horizontal tail, but is equipped with a triangle-shaped vertical fin and rudder. "Elevons" on the trailing edge of the wings replace the conventional ailerons and elevators.

## Award for 'Victory at Sea'

"Victory at Sea," the history of the U. S. Navy in World War II, was the best television program of last year according to an award committee of 13 judges.

The committee, giving its Sylvania Television Grand Award to the joint U. S. Navy National Broadcasting Company program, praised the series' "honest impact."

"Victory at Sea" was also voted the best documentary television program in 1952 in another nation-wide poll conducted among leading radio and television editors.

## 'Airphibious' Assault

Above the beach-bound landing barges, the whirling of giant rotor blades marked the progress of Second Marine Aircraft Wing helicopters flying the five-mile route from the carrier *USS Kula Gulf* (CVE 108) to the snow-covered Labrador beachhead where Operation *Noramex II* came to a climax.

The cold weather maneuver to test equipment and train men was not exactly new, neither was the use of the big helicopters for landing troops from a carrier. But the Marines, originators of "airphibious" attack, were scoring another first by making the first 'copter ship-to-shore operation under sub-arctic conditions. The use of helicopters in amphibious warfare was first demonstrated in Operation Packard III in 1950.

The Leathernecks, making the hop from carrier-to-beachhead, cradled their rifles and adjusted their combat packs with an awareness that they were the envy of their comrades taking the chilly water route. The 10-minute flight brought the men to the landing zone, fresh, dry and as warm as possible in the frigid climate.

The 'copter phase of *Noramex* ("Northern Amphibious Exercise") was the task of Marine Helicopter Transport Squadron 262 of the Second Marine Aircraft Wing at Cherry

Point, N. C. The Leathernecks landed were members of the Second Marine Division, FMF, from Camp Lejeune, N. C.

Although the carrier operation was not a new experience for the squadron, the climate and terrain brought on new problems for operating with ground troops, evaluating equipment and training. The difficult working conditions, however, did not keep the enlisted engineering men from maintaining an average availability of 93 per cent of the helicopters throughout the operation.

Participants in the cold-weather operation, many of them veterans of the bitter Korean cold, wore special clothing and thermo-boots at all times. A group of the pilots and ground personnel tested the new cold-bar uniforms.

## YESTERDAY'S NAVY

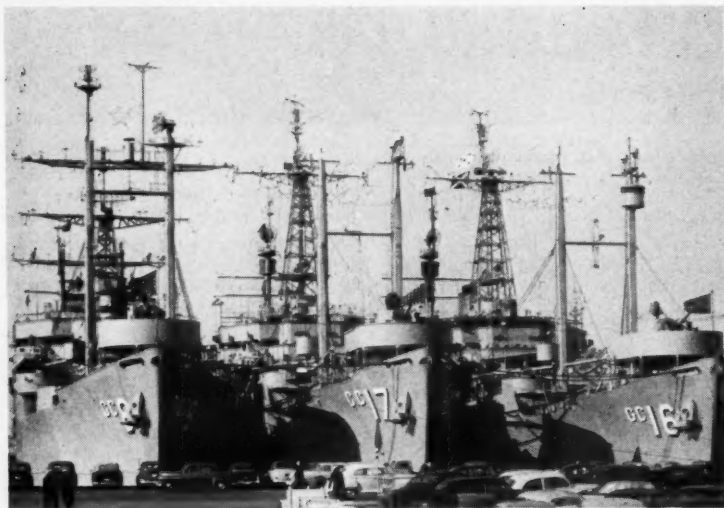


U.S. Navy seaplane, NC-4, completed trans-Atlantic flight on 27 May 1919. Battle of Coral Sea began, 4 May 1942.

The first German U-boat to surrender in World War II gave up to a U.S. Navy plane off England, 10 May 1945.

## MAY 1953

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THREE OF FOUR PhibLant flagships make rare appearance together at Norfolk—USS Mount Olympus (AGC 8), Taconic (AGC 17) and Pocono (AGC 16)

### Savings in Sliding Masts

The extensible radio and radar masts used on newly constructed submarines and on snorkel-converted types, like so many other parts of a submarine, are complicated devices. They must be lightweight and rigid and they must have a highly-polished, corrosion-resisting surface. This last feature is necessary so that they can slide easily through the bearings and stuffing boxes when retracted into the sub's interior.

Finally, radio and radar masts must be rugged. This combination of characteristics calls for a sliding mast that is no cinch to build, under any condition. Thanks to a new process, a large number of masts are now being turned out by a method that is not only less laborious but more economical.

The older machining-forging process turned out masts in much the same manner as periscopes, by forging, machining and piercing solid billets of stainless steel.

The new process uses commercial low-alloy steel tubing for core tubes. Then the core tubes are accurately straightened out and machine-turned to smoothness. In the final step, the cores are covered by a shrunk-on jacket of Monel. A nickel-copper alloy, Monel is one of the best salt-water corrosion-resisting metals.

When the rapidly accelerated submarine conversion and building program began late in 1950, estimated mast requirements were also greatly

increased. To produce the masts by the older method would have required 11,320 tons of hard-to-get stainless steel. Furthermore, since some of the masts were larger and longer than the average periscope tube, there was doubt as to whether they could be satisfactorily produced at all.

Through new designs and the use of improved fabrication techniques, the new process is able to turn out the required number of masts from only 465 tons of metal, just four per cent of the previous tonnage. The resultant saving in money was a comfortable 2.5 million dollars.

### Wave Bugler

Evening colors, sounded with the feminine touch, was recently the order of the day at the Newport, R. I., Naval Station. Wave Barbara Moulton, SA, took over the bugler's duty while the station's regular bugler was away on holiday liberty.

Station old-timers believe her to be the first woman member of the base's official formation for either morning or evening colors.

Seaman Moulton's qualifications for bugler duties is a result of her school days. While attending high school at Franklin, N. H., she played the trumpet and French horn in the school band. Her first military bugling came last summer when she enlisted in the Navy. Assigned to the Bainbridge, Md., Naval Training Center, she became regimental bugler for both morning and evening colors.

### Shallow Water Sweepers

Minesweeping boats have officially come into their own with the recent commissioning of Minesweeping Boat Division Two on the West Coast. Certain craft such as motor launches and LCVPs have served as minesweeping boats—and have gained a name for themselves operating as Minesweeping Boat Division One—but the new division will be the first to have specially-built boats of its own.

The new MSBs are wooden-hulled vessels 57 feet in length with a 10-knot speed and a seven-man crew. They are Diesel-powered, with twin screws and carry lightweight sweeping gear.

MSB Division Two's commissioning ceremony took place in front of the gymnasium at the Terminal Island section of the Los Angeles, Cal., naval base. The division's first boat, MSB 19, was received shortly after the unit's commissioning. Other boats are joining up on delivery by the West Coast commercial manufacturers.

The new sweeping group joins a fighting company. In the Far East, mine groups contain two per cent of the naval personnel serving in Korean sea operations, yet these groups have suffered about 25 per cent of the casualties.

The MSBs' specialty is operating close to the beach and sweeping in shallow waters. Because of this they were able to take some of the load off the larger sweepers—the 180- and 220-foot AMs and the 136-foot AMSs.

Eight of the large craft have been hit by enemy shellfire, three of them more than once. And four of the larger, deeper-draft sweepers were lost while sweeping through fields of shallow-laid mines. This type sweeping is now an MSB specialty.

When the Korean fighting broke out there was no such craft as a minesweeping boat in the Pacific Fleet. As a matter of fact, the Navy never had had a small craft designed specifically for minesweeping, although on a few occasions small craft had been pressed into service for emergency sweeping during World War II.

But as the above-mentioned casualties of the larger sweepers demonstrated, it became evident that the larger sweepers couldn't operate with an acceptable margin of safety in restricted waters. As a result, open, unarmed motor launches and small landing craft were fitted with lightweight sweep gear and put to work.

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With a few lusty volunteers as crewmen, they were organized as MSB Division One.

So far in Korean operations, MSBs have swept almost half of all the mines thus far disposed of in the harbors and roadsteads of North Korea.

One of these busy boats, No. 16, is known as the "smallest flagship in the world." As such, she carries the commander of MSB One and leads the other boats, usually three or four, into the minefields.

Now No. 16 and the other 40-foot motor-launch minesweepers will be joined by the trim, new motor minesweepers of Division Two.

### Eight-Year-Old Commodore

An eight-year-old honorary "Commodore" in the U.S. Navy recently reported for duty at an orphanage in Seoul, Korea.

A Korean lad, whose only name is "Jimmy," was found on the dock in Pusan by crewmen of USS *Mount McKinley* (AGC 7) when the flagship was there recently. Starving and dirty, he was taken aboard ship for a hot shower and a big meal. He welcomed both.

Later his story was pieced together. After his parents were killed by the Reds, Jimmy was left alone—without kin, food or shelter. American soldiers and merchant seamen kept him fed and clothed as best they could. And from them, Jimmy learned English. Now the lad speaks only English and his native Korean language is as foreign to him as to the average G.I.

On board *Mount McKinley* Jimmy was given free run of the ship with only one restriction. Around his neck he wore a sign which read: "Please do not feed Jimmy." For his own good this sign was a reminder to the crew that even a well-liked growing boy can eat only so much.

While plans were made to provide a permanent home for him, Jimmy made friends with the officers and men. A few days after reporting aboard, he was given his own service number, health record and an original uniform of his own.

After arrangements were completed to "transfer" Jimmy to the Seoul Sanitarium and Hospital, crewmen took up a collection to buy him "civvies" and provide enough money to meet any incidental expenses that might result by the transfer.

Jimmy expects to be at the orphan-



SECRETARY of the Navy Robert B. Anderson looks through periscope of USS *Sealion* (ASSP 315) while touring naval installations near Norfolk.

age for only a short time since a U.S. Navy medical officer now in Japan has made arrangements to adopt the lad.

### New Women Marines' Director

Lieutenant Colonel Julia E. Hamblet, USMC, will become Director of Women Marines 1 May, succeeding Colonel Katherine A. Towle, who is retiring and will become dean of women at the University of California. Colonel Towle has been Director since 1948.

At 36, Lieutenant Colonel Hamblet will be the youngest director of women in the armed services and will be promoted to the rank of colonel when she assumes her new job. She is presently officer in charge of the Women Officers Training Detachment, Marine Corps Schools, Quantico, Va.

She was graduated from the first Marine Corps Women's Reserve Officer Training Class at Mt. Holyoke, Mass., and was commissioned a first lieutenant in the Marine Corps Reserve on May 4, 1943. Before entering the Marine Corps, the new Director of Women Marines worked for the U. S. Information Services at Washington, D. C.



LtCol Hamblet

### National Champs in USNR

Top honors in the 1952 Naval Reserve annual inspection competition went to Organized Surface Division 8-29 of New Orleans, La., and Organized Submarine Division 9-225 of Chicago, Ill. These units will receive the James Forrestal Trophy and the C. W. Nimitz Trophy, respectively. Runners-up were Surface Division 9-104 of Pontiac, Mich., and Submarine Division 13-7 of Portland, Ore.

In the Construction Battalion competition (included in the current national competition for the first time), Organized CB Company 9-30 of Colorado Springs, Col., took first place to win the J. J. Manning Trophy. Runner-up was Organized CB Company 3-30 of Yonkers, N. Y.

The winning units were chosen from a select group of divisions and companies nominated by commanders of all continental Naval Reserve districts and the Territory of Hawaii. Scoring was on the basis of 60 per cent for training, 20 per cent for personnel and 20 per cent for administration. Continued improvement in the units was reported by the inspecting board, which consists of naval officers who travel more than 35,000 miles to make their inspections.

This is the fourth annual inspection that has been held since 1948 when the Naval Reserve inspection reviewing board was established. Competition for fiscal 1950 was suspended because of the outbreak of war in Korea.

# 'Chief San' Gets His Picture Hung

The kids in a Tokyo orphanage are receiving help not only from the local sailors of ComNavFe but from as far away as Chicago where a chief petty officer has rallied citizens to their cause.

It all started back in 1949 when the enlisted men attached to the ComNavFe selected the "Home of Affection" orphanage as the one most worthy of a Christmas party. Chief Machinist's Mate Harry E. Frame, usn, was manager of the enlisted men's club in Tokyo at the time the EM club decided to befriend the Japanese youngsters.

The Navymen threw a party for the youngsters in real American style and after the party, several enlisted men accompanied the orphans home. They found, by Japanese standards, a large home with ample grounds.

The Navymen learned that the orphanage was receiving no direct support from any agency except an allowance from the government for food.

The men of ComNavFe replaced broken windows in the orphanage, reached into their pockets and purchased stoves and bought coal. They wrote their families, telling them about the first Christmas party for the orphanage which they had named "Home of Affection" and of the children's need for clothing.

From Chief Frame's home town of Canton, Mo., came 21 boxes of clothes. From Durango, Colo., came shoes for each of the boys and girls and one anonymous benefactor from the chief's home town sent \$500.

Shipments of concentrated foods go forward regularly to the little Japanese as gifts of the Girl Scouts. Chief Frame, now an instructor at U.S. Naval Training Center, Great



CHIEF HARRY E. FRAME works with scouts in sending gifts regularly to Japanese war orphans in Tokyo.

Lakes, Ill., continues his work for the orphanage by giving talks during his off-duty hours before charitable organizations.

Although ComNavFe headquarters was moved from Tokyo to Yokosuka in late 1952, the enlisted club insured a happy Christmas for the orphans by sending a \$500 contribution. In fact each year since 1949 there has been a Navy Christmas party for the youngsters thanks to the continuous support of the enlisted men in Japan and the Girl Scouts and other groups in the Chicago area.

Long ago Chief Frame's picture was hung in the orphanage by the Japanese youngsters, and he was given the title of respect "Chief San." Last year the chief received Christmas cards from the children of the orphanage, each hand-made with crayons and wishing him good health.

## Camp Honors Leatherneck

The new home of Headquarters, Fleet Marine Force, Atlantic, has been named "Camp Elmore" in honor of an enlisted marine, Navy Cross Winner Private First Class George W. Elmore, USMCR, who was killed in Korea.

Elmore was killed 26 February 1951 while serving with the Fifth Marine Regiment of the First Marine Division. As an automatic rifleman, he was covering the evacuation of casualties from an unprotected position

when enemy fire fatally wounded him.

Camp Elmore, a part of the South Annex to the Naval Base in Norfolk, Va., was formerly a unit of a series of installations which were collectively known as Camp Allen. It was built more than 10 years ago as a billeting and training area for the Sea-Bees. Later it was used as a camp for German prisoners of war and subsequently by the Army for personnel attached to the Hampton Roads Port of Embarkation.

## Record for ARVs

On her second tour of duty in the Far East to provide supplies for aircraft carriers, the aviation repair ship *uss Chourre* (ARV 1) recently set a new record in underway replenishment for ships of its type.

In one day *Chourre* transferred 1108 items of aviation spare parts weighing 76,000 pounds. This surpassed the record of 36,000 pounds set by *uss Jupiter* (AVS 8) earlier last year.

Early in the morning *Chourre* went alongside *uss Oriskany* (CVA 34), the first of the three carriers to which spare parts were transferred that day. Next to receive supplies was the carrier *uss Kearsarge* (CVA 33) and in the afternoon, parts were transferred to *uss Essex* (CVA 9).

*Chourre* reported to the Far East last fall to relieve *Jupiter* as the aviation spare parts supply vessel for the Seventh Fleet. In addition to her supply mission, *Chourre* provides additional repair facilities for aircraft stationed in the area.

This service that *Chourre* provides to the carriers permits them to keep a maximum number of planes in the air hitting the enemy for an extended period before returning to a permanent base for maintenance.

## Marine Saved from Jaws of Jet

A near tragedy was averted at the Marine Corps Air Station at Cherry Point, N.C., when two quick-thinking Marines of the Second Marine Air Wing saved a buddy's life.

A freak accident occurred when Corporal Ronald Berg, USMC, slipped from the nose of a *Banshee* jet photo plane. The path of his fall was in front of the intake opening of the powerful engine which was then turning over at almost total power.

As Berg fell the power of the in-rushing air sucked him headfirst into the jet intake.

Immediately, a second ground crewman, Corporal Raymond Fraley, USMC, who was standing nearby, threw himself on the body of the luckless Berg at the risk of being sucked into the engine himself. He grabbed Berg by the shoulder and legs and held fast. So great was the suction however, that Fraley could neither pull Berg from the intake nor withdraw his own arms and the deafening wail of the jets made it useless to call for help.

It was then that another alert Ma-



'MISS HAP,' Korean kitten, is 'piped' milk by Marine. Right: Navymen give sparrow first aid on USS Toledo (CA 133).

rine, Master Sergeant Robert Sprunck, USMC, who was working under the plane, looked up and saw what was happening. He immediately reached up under the engine and threw the throttle linkage to the idle position, cutting the engine's power.

Berg, bruised, battered and suffering from shock was pulled from the intake opening and rushed to sick bay. Thanks to his fast-thinking buddies, he escaped with no worse injuries than severe bruises, two black eyes and two broken ribs. Any delay could have meant death.

### EMs Head for Fiddler's Green

"Fiddler's Green" is the name that has been chosen for the new Enlisted Men's Club at the U. S. Naval Training Center, Bainbridge, Md. The name was selected from a "name the club" contest. The winning entry was submitted by Seaman Recruit Richard L. Raymond.

Raymond, who knows his Navy lore, states that "Fiddler's Green" was to old-time sailors what the "Happy Hunting Ground" was to the North American Indians. The Indians believed that the souls of their warriors and hunters pass after death to a region of happy hunting and feasting. "Fiddler's Green" is a mythical place among the South Sea Islands. It is the last port of call for all good seamen, where the weary mariners can pass their time spinning yarns.

Additional funds were made available when sailors and Waves turned to, helping with the carpentry, paint-

ing, wiring and decorating of the new club.

The club features a new floor, a large stage, TV room, game room, two snack and beverage bars and a cafeteria. It is operated by an enlisted man who acts as manager, and is governed by a board of enlisted personnel. Construction of the new EM club was made possible through funds granted from the BuPers Central Recreation Fund.

### Navy Housing Unit in Monterey

A second group of Navy housing units is being made available to mar-

ried naval personnel serving in the Monterey, Calif., area. This increment contains 384 housing units for officers and enlisted personnel.

The first group, occupied since last July, contains 71 units for officers and 64 for enlisted personnel. Situated on oak-and-pine covered hills overlooking Monterey Bay, these units are considered by many as among the finest of their type.

Monthly rents range from \$59 for one-bedroom units to \$107 for three-bedroom units. Units are provided with stoves and refrigerators, but otherwise are unfurnished.



NICE WORK—visiting with movie stars. Stanley J. Galloway, JO3, USN, and Benny J. Drye, SN, USN, chat with Joanne Dru aboard ship in San Diego.



## TODAY'S NAVY

### Fourth Tour for 'Happy Valley'

The aircraft carrier *uss Valley Forge* (CVA 45) is back in action with Task Force 77, the first carrier to return to the Korean conflict for the fourth time.

*Valley Forge's* first tour in the Korean theater began when she was called off a peace-time cruise to the Orient to launch what turned out to be the first carrier-offensive of the war on 3 July 1950. The ship remained in the Korean area until November 1950 when she returned to San Diego.

After only five days in her home port *Valley Forge* returned to Korea. Daily sorties from her flight deck made attacks on key transportation and supply centers of North Korea.

Ten months later *Valley Forge* returned to the U.S. for a major overhaul at the Puget Sound Naval Shipyard, Bremerton, Wash. In December 1951 the flat-top once again joined Task Force 77. She returned to San Diego on 3 July 1952—two years after her first attack on the Communists in Korea.

Nearly 100 men are serving their fourth tour of Korean combat duty in the "Happy Valley".

### Souvenirs from Four Wars

Souvenirs from four American wars ranging from the Revolution to the Korean conflict are the latest acquisitions of the U. S. Naval Academy Museum at Annapolis, Md.



HANGAR DECK of USS *Tripoli* (CVE 64) was turned over to one of the Red Cross bloodmobiles as ship's crew volunteered to donate their blood.

### Second Atomic Sub to Bear Famed Name of Sea Wolf

"Sea Wolf" has been chosen as the name of the Navy's second nuclear-powered submarine. Her designation will be SSN 575. Scheduled for construction in the "not-too-distant future", she will be built at the same Groton, Conn., shipyard that is now building the first nuclear-powered sub—*uss Nautilus* (SSN 571).

In design, the two submarines will be similar. Their differences will lie in their power plants. *Sea Wolf's* plant will have an "intermediate" reactor using, as its coolant, liquid metal. *Nautilus'* power plant will have a thermal reactor (low speed neutrons) that uses a water coolant.

The name of two earlier submarines is carried on by *Sea Wolf*. The first, as *Sea Wolf*, was author-

ized in 1909. In 1911, however, along with other Navy subs, her name was discarded for a letter and number. She became the *H-1* (the first *Nautilus* became the *H-2*). After service off both coasts, the *H-1* was lost at sea in March 1920.

The second, also *Sea Wolf* (SS 197), went into commission 1 Dec 1939. An early type of fleet boat, she made 15 war patrols during World War II, covering practically all of the enemy's known Pacific shipping routes. A high-scoring submarine was the second *Sea Wolf*. She sent more than 71,000 tons of enemy shipping to the bottom.

On her 15th patrol she disappeared and on 28 Dec 1944 she was officially announced overdue from patrol and presumed lost.

One of the relics is from the Revolutionary War—a sword once carried by Charles Bulkely, a crew member aboard the *Alfred* in the early days of the American Navy. The *Alfred* was a 30-gun converted merchantman which acted as flagship for John Paul Jones' seven-ship fleet. It was aboard the *Alfred* that the first ensign, the Grand Union flag, was unfurled in 1775.

A second, a memento from the Spanish-American War, is a watch which once belonged to British Rear

Admiral (then Captain) Sir Edward Chichester, who helped to avert an impending clash between American and German warships at Manila Bay in 1898. The American unit, under Admiral George Dewey was blockading the Manila area following the defeat of the Spanish there. A German squadron openly violated blockade restrictions and created a dangerous crisis. Admiral Dewey warned the German admiral to observe the American blockade or face war with U. S. The German admiral urged Captain Chichester, commanding officer of the British force present, to join him in defying the blockade order—Chichester refused siding with Dewey. That ended the threat; the Germans withdrew.

The souvenir from World War II is a flight deck fragment from the carrier *uss Saint Lo* (CVE 63). *Saint Lo* was lost off the island of Samar in the Philippines during the battle of Leyte Gulf in October 1944.

In addition, the commanding officer of the heavy cruiser *uss Bremerton* (CA 130) has added an enemy "burp" gun to the museum's growing Korean war collection. The gun, a sub-machine weapon capable of an extremely high rate of fire, was one of three presented to *Bremerton's* skipper by Brigadier General Kim, commander of the Fifth ROK Division. General Kim made the gift in appreciation of *Bremerton's* action while furnishing gunfire support to South Korean troops.

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## Texas Gun-Rangers Train

Navy pistolers of Naval Air Station, Corpus Christi, Tex., are taking careful aim in anticipation of defending their 8th Naval District pistol championship.

The Corpus Christi team is gunning to repeat last year's performance which saw NAS cop both team trophies as well as half of the eight medals and walk away with the championship over 25 shooters from other district activities.

Outstanding in the 1952 shoot-offs were NAS competitors Milton W. Davis, ALI (AP), usn, individual first place winner; Lieutenant F. H. Wilson, usn, runner-up, and Captain L. W. Bays, usmc, third place medal winner.

## 'Worriers' Are Champs

The Atlantic Fleet Battleship-Cruiser Force basketball crown has a new owner this season. The *uss Worcester* "Worriers" topped the defending champion team from *uss New Jersey* 82-66 in the championship game played at Norfolk, Va.

The Worriers came from a 35-33 halftime deficit to clinch the game and the title in the fourth quarter. The *New Jersey* cagers had held the crown for two years.

## The Shootingest Ship?

Submariners of *uss Carbonero* (SS 337) proudly point to an accomplishment they believe to be a record, percentage-wise, for any ship in the Navy. Over 20 percent of the crew have been awarded Expert Pistol Shot medals.

When the sub was undergoing a conversion period in Mare Island Naval Shipyard at Vallejo, Calif., all hands were indoctrinated in the use of small arms.

## Sailors are Champ Sailors

Sailing is not only a sailor's business, but frequently his favorite off-duty recreation as well. Two Navy men recently pursued the hobby to the point of capturing highly competitive trophies in fresh and salt-water sailboat contests.

Kenneth L. Arthur, GMC, usn, of Naval Training Center, Great Lakes, won the Moffett-class championship of the Great Lakes area.

Philip L. Kenney, OCSN, usn, of Officer Candidate School, Newport, was the winner of the national Raven-class title in the annual sailing contest off Rhode Island.

# SIDELINE STRATEGY

With the curtain going up on the perennial bat and ball pageant, we are reminded of the Navy's own "Mr. Baseball"—Chief Aerographer's Mate H. A. "Red" Boucher. Among

other notable accomplishments, Chief Boucher holds the unique distinction of being the first — and perhaps the only — Navy



H. A. Boucher, AGC

man to manage an Air Force baseball club. A handsome wrist watch and an Air Force commendation are the chief's pleasant reminders of this unusual extra-curricular activity.

It all started back in 1938 when "Red" was a star school-boy hurler in Washington, D. C. He was being eyed by big league agents and was on the verge of signing on with a Boston Red Sox farm unit when he decided against it in favor of joining the Navy. (Today, interestingly enough, the chief spends much of his leisure time "bird-dogging" as a talent scout for the Washington Senators.)

Having transferred his mound magic to Navy baseball diamonds, "Red" proceeded to pitch *uss California* to the 1939 Pacific Fleet capital ships' title. Thus he launched a long and remarkable career, both as player and manager. In the following 12 years, Boucher-managed teams collected eight pennants of one sort or another.

When Boucher was stationed at NAS Coco Solo, C. Z., he guided the station club to 40 wins in their 50-game season of 1949-1950 (they play a "winter" season in the Zone). In addition, the Navy outfit came mighty close to picking up the U. S. Army Caribbean League championship. They had fought to a tie with Albrook

Air Force Base only to drop the playoff contest in a 3-2 extra-inning thriller.

In 1950, when NAS Coco Solo closed down and integrated with the Air Force Sixth Weather Squadron at Albrook, "Red" went along as a member of the Navy contingent, but sans ball club. It was not long, however, before he was invited to manage the AFB nine for the 1950-1951 season. The airmen flew circles around everyone in the league. They lost only three contests in a 51-game schedule, they captured the USARCARIB pennant, and set all manner of league records, among them being a 13.1 run per game average and a .335 team batting average. That's when "Red" was honored by the wrist watch presentation.

By the time Chief Boucher could get his 1951-1952 horsehide show on the road, the potentially powerful Albrookers had been so weakened by loss of top-talent performers that the season's outlook was anything but brilliant. Nevertheless, the Boucher boys managed to come up with 39 wins in 50 starts which was good enough to send them into the league playoffs although the Army's 33rd Infantrymen walked over them in the finale.

In any event, it climaxed one of the most successful spans in Albrook baseball annals. Soon afterwards "Red" was ordered to Washington for duty with CNO, but before he shoved off he was honored in a special Air Force commendation ceremony. He was cited not only for his exceptional management of the ball club and devoting his free hours to its interest, but especially, as the Albrook base commander put it, for "being a credit to the Navy and having done more for the unification of the services than any man I know!"—E. J. Jeffrey, JOC, usn.

# THE BULLETIN BOARD

## Points That Determine Whether You Will Be Advanced in Rate

If you are one of the more than 120,000 persons who took a service-wide competitive examination for advancement in rating in February you're waiting now to hear if you passed.

Soon you will know the answer to that one. Next question: "Will I be advanced?"

BuPers and ALL HANDS get many inquiries from Navymen concerned about the progress they're making on the road to a higher rate. This article, based on a new directive on the subject, BuPers Inst. 1430.7 (13 Feb 1953), should help answer many advancement-in-rating questions.

In general, there are a certain number of billets for each petty officer rate in the rating structure. The number of POs in each rate (pay grade) within each rating, naturally, is de-

termined by the needs of the Navy. These needs are, in turn, reflected in a "quota" set up.

The whole idea behind the Navy's advancement system is to promote the best qualified men. If you rate among the highest on the list when all factors are considered, you'll be promoted; if you're down near the bottom—better luck next time.

How does the system work? Here is a typical example. The Navy needs 950 more quartermasters second class. The 950 quartermasters third class with the highest *final multiples* (see below) on the scores obtained in the *most recent* service-wide competitive examination are selected for advancement. The U.S. Naval Examining Center lists the names of each of the 950 QM3s. Commanding officers are then notified by letter to

advance those selected to pay grade E-5 effective a certain date and not later than a later expiring date.

One more thing must be considered here. If the Navy is not allowed enough money by the budget to pay all the QM3s for which there are billets, the quota must be further reduced.

Only candidates who participated in the *last* service-wide examinations held will be considered. *Previous examination scores will not be considered.* If you are not advanced, you must take the next exam.

Why must I take another exam if I passed a previous one?

The reason is simple. Additional personnel have become eligible to compete in the examinations since the last one was held. The Navy's system of competitive examinations and advancements is based on service-wide equality for every qualified enlisted member. Therefore, reexamination is required in competition with all others in your rating and rate.

What are these final multiples that are used to determine who gets advanced? How does the Bureau and the Exam Center use them?

The multiple contains such factors as "Time in Service," "Time in Rate," and "Awards," in addition to the score attained on the actual exam as explained in the accompanying box.

The principal requirement for advancement in rating is to pass the military and professional examination questions as well as the performance (operational) test. Although it may, at first glance, seem odd—it is possible for many men to be advanced who have lower final multiples than those who have a higher final multiple but failed to pass the examination.

For example, the final multiples of two fictitious candidates of the same rating in competition for advancement in a rate for which the *passing score* of 50 has been set by the Naval Examining Center, might work out as illustrated below. (Incidentally, a passing score is determined for *each* rating and rate. These scores vary. It is determined by an analysis of each examination and the collective

### What's My Final Multiple?

How is the final multiple computed? This question is asked by most Navymen.

- The final multiple is figured by taking the examination score (maximum of 80.00) and to this score is added credits for service and awards based on the following factors:

- Total active service in years (not exceeding 20 years, score 20.00).

- Total service in pay grade in years (not exceeding five years, score 5.00).

- Awards credit is limited to a maximum of 5.00.

In computing credit for total service in years, continuous service is not required. Hence, broken service can be counted. Service prior to reduction in rating, for any reason, may also be counted in all computations. Compute your time-in-service and time-in-rate in months and then convert to years and the months carried to two decimal places. For example: 2 years, 6 months, equals 2.50; 2 years, 9 months, equals 2.75.

Credit for each award, to the maximum of 5.00 allowed, may be claimed toward the multiple as follows:

5.00 for each Medal of Honor; 4.00 for each Navy Cross, Distinguished Service Cross (Army), Distinguished Service Medal, Silver Star Medal, Legion of Merit, and Distinguished Flying Cross; 3.00 for each Navy and Marine Corps Medal, Soldier's Medal (Army), Bronze Star Medal, Air Medal, Gold Life Saving Medal and Silver Life Saving Medal.

Also: 2.00 for each Commendation Ribbon, Presidential Unit Citation (only if entitled to wear with star), Distinguished Unit Badge (Army), Navy Unit commendation, and Letter of Commendation (without authority to wear Commendation Ribbon) addressed personally to individual from President, Secretary of Defense, Secretary of the Navy, or Chief of Naval Operations; and 1.00 for each Purple Heart and Navy Good Conduct Medal and each clasp earned.



performance of all candidates in each test. A new analysis and passing score is determined for each exam.

In the following case, even though Tom White has a final multiple of 65.00 against John Brown's 59.00, White failed the professional exam (or the performance test) and is not qualified for advancement.

John Brown			
Factors	Multiple	Computation	
A. Exam score	55. (passing)	55.00	
B. Total naval service	3 years	3.00	
C. Service in pay grade	1 year	1.00	
D. Awards	None	0.00	
			59.00

Tom White			
A. Exam score	40. (failed)	40.00	
B. Total naval service	15 years	15.00	
C. Service in pay grade	1 year	1.00	
D. 3 Good Conduct Medals		3.00	
Commendation Ribbon		2.00	
			65.00

If Tom White had made a passing mark of 50 on the professional exam instead of 40, he would have been eligible for advancement within quota limits before John Brown who then may not have had high enough multiple to be included even though he did pass the exam. In such cases as White's the Navy recognizes and rewards personnel on the basis of long service, proficiency in rate and conduct—if they pass the exam.

What are the conditions that could make me ineligible for advancement after my advancement has been authorized?

- Personnel who are ineligible on the effective date of advancement because they lack certain factors for eligibility will be removed from the authorization lists. BuPers Inst. 1414.2 (13 Feb 1953) outlines eligibility requirements for advancement.

Personnel involved in the following special circumstances are not removed from the list, and may be advanced if they become fully eligible before the limiting date—

- Members who are in a disciplinary status (as distinguished from a probationary status).

- Personnel undergoing treatment at a hospital or awaiting action of a Clinical Board, Medical Survey Board, or a Physical Evaluation Board, unless hospitalization is a result of wounds received in actual combat with enemy forces.

- If you are in any one of the following three categories: transient or

travel status; in temporary duty status (unless your service record is available to the command in which you are temporarily serving), or awaiting separation.

- Also, prisoners of war and missing personnel are not eligible for advancement except by special authorization of the Chief of Naval Personnel.

Advancement to pay grades E-2, E-3 and E-4 are permanent while advancements to pay grades E-5, E-6 and E-7 are temporary. Personnel holding temporary rates are subject to reversion to their permanent rates if so directed by the Chief of Naval Personnel. Advancements to pay grade E-7 in addition to being temporary, shall be to the status of chief petty officer, acting appointment, as provided by BuPers Manual, Art. C-7208.

CPOs holding temporary rates, acting appointments will use the rate abbreviations of A(T) following their

rate symbol; BMCA(T), etc., until confirmed by BuPers. Thereafter, the rate abbreviation remains BMCA until requirements for permanent appointment are fulfilled and the rate symbol becomes BMC. POs advanced to E-5 and E-6 remain temporary (BM2(T), etc.) until confirmed by a BuPers Notice. Confirmations will be based only on the over-all enlisted personnel situation and distribution of personnel in the rating structure. No action will be taken on individual cases.

Incidentally, the Regular Navy is at present up to or in excess of requirements for personnel in the following list of pay grade E-6 and E-7 rates. The service-wide exams held in February marked the last opportunity for Reservists to qualify for enlistment or reenlistment in the Regular Navy in the following rates: ADC, AD1, AMC, AM1, AOC, AO1, BTC, CSC, MEC, MLC, OMC, PIC, PRC, SDC, SD1, TMC and TM1.

## WAY BACK WHEN

### The Naval Research Laboratory

A great research laboratory, to be maintained jointly under military and civilian control, was first suggested in May 1915 by Thomas Alva Edison. An outgrowth of this suggestion was the Navy's scientific center now known as the Naval Research Laboratory.

In such a laboratory, the famous inventor suggested, could be developed great guns, new explosives, and new techniques in naval and military progress. If the time ever came, he reasoned, the U.S. could take advantage of the knowledge gained through such research work and quickly manufacture, in large quantities, the latest and most efficient instruments of warfare.

Mr. Edison's ideas attracted the attention of the then-SecNav Josephus Daniels. In a letter to the inventor on 7 July 1915, Mr. Daniels asked him if he would be willing to act as adviser to a department of inventions and development, to which all ideas and suggestions, either from the naval service or from civilian inventors, could be referred to see if they had practical value.

Mr. Edison's reply was prompt—he said yes. Secretary Daniels then wrote to presidents of the 11 largest engineering societies of the U.S., asking them to nominate two members each, to service on the "Naval Advisory Board," a name which was later changed to "Naval Consulting Board of the United States."

At the Board's organization meeting on



KEN DUGGAN

7 Oct 1915, a committee was established to study the subject of a naval laboratory intended primarily for investigation and experimentation.

Armed with recommendations of the Consulting Board, Secretary Daniels, Mr. Edison and four members of the Board went before Congress on 15 Mar 1916, which later approved funds for the construction of the laboratory.

World War I interrupted, however, and circumstances prevented the laboratory from being built.

The laboratory was officially opened 2 July 1923. At that time, there were four buildings and a power house—they are still standing and in use.

# Round-Up of New Legislative Action Under Consideration Of Interest to Naval Personnel

Here is a round-up of the latest legislation of interest to naval personnel to come out of the 83rd Congress.

This summary includes new bills introduced as well as any changes in status of other bills previously reported in this section. As usual, the summary includes Congressional action covering generally the four-week period immediately preceding the date this issue went to press.

Further information on some of the more important pieces of legislation affecting the Navy, when enacted, will be carried in future issues. Keep in mind, however, that of the many bills introduced in any session of Congress, relatively few are enacted into law.

**Davis Amendment**—H.R. 2332: passed by House; repeals the section of the Appropriations Act of 1953 which deals with the percentage limitations on grades of officers in the armed forces. This limitation, as originally stated in the "Davis Amendment" to the act, Public Law 488 (82nd Congress), set specific percentages of the total officer complement for each pay grade (from ad-



"Naw, I'm the chronometer repairman, He's in charge of the cargo handling gang."

miral to lieutenant in the Navy) for which pay would be provided by Congress. This limitation would have resulted in the demotion of some 5400 Navy lieutenants to lieutenant (junior grade) as of 1 April 1953. (The officer Personnel Act of 1947 set down the basic percentages of officers allowed for the various pay grades.)

**Retirement Annuities**—H.R. 2521: introduced; would provide that any active member of the armed forces may, after putting in 18 or more years of service, elect to receive upon retirement a reduced amount of retirement pay and apply the differences between that amount and the regular

amount toward the purchase of one or more annuities payable after his death to his widow, child or children. Retired members also may elect within 120 days after enactment of this bill to receive a reduced amount of retired pay to provide similar survivor's annuities.

**Information and Education**—H.R. 2579: introduced; would authorize the Secretary of Defense and the service secretaries to provide civilian educational opportunities through correspondence courses, academic classes or other facilities for military personnel. Such educational opportunities would be those deemed necessary to raise the level of military personnel in the interest of military preparedness and the security of the nation.

**Ship Restoration**—H.R. 2316: introduced; would provide for the restoration of the ship *uss Constitution* and disposition of the ships *uss Constellation*, *uss Hartford*, *uss Olympia* and *uss Oregon*. Parts of such ships could be sold as relics, souvenirs or mementos with the proceeds to be deposited in the U.S. Treasury.

**Postal Clerks**—H.R. 2327: introduced; would authorize the Post Office Department to designate enlisted personnel of the Army, Navy, Air Force, Marine Corps and Coast Guard as postal clerks and assistant postal clerks.

**Dispensary Treatment**—H.R. 2452: introduced; would provide for dispensary treatment and hospitalization in Army and Navy hospitals for retired enlisted personnel of the armed services where hospital care is indicated and where facilities for such care are available.

**Income Tax Exemptions**—H.R. 2944: introduced; would provide certain income tax exemptions for members of the armed forces serving outside the U.S.

**Highest Grade Served**—H.R. 3077: introduced; would provide that any enlisted man or officer of the armed forces who satisfactorily performed for 3 months or more during time of war the duties of a higher grade than that in which he was placed on the Retired List shall be advanced to such higher grade on the Retired List, although the advancement would carry with it no increase in pay or allowances.

## Winner of March Writing Contest to Get \$1,000

Want to write a march for the Navy band? The Navyman who can come up with a winner will receive a \$1,000 cash award.

An Armed Forces March Competition is being held with a total of \$4,000 in cash awards for the serviceman or servicewoman whose march compositions are adjudged best in four contests being conducted by the Army, Navy, Marine Corps and Air Force. The American Society of Composers, Authors and Publishers, will provide \$1,000 cash award for each of the winning service composers. The winners will receive the "ASCAP John Philip Sousa Award," named in honor of the famous American bandmaster and composer who was leader of the U.S. Marine Corps Band from 1880 to 1892.

Deadline for final contest compositions is 2400 28 Feb 1954. A board of judges within each of the

armed services will select the winners to be entered in the finals.

The purpose of the contest is to stimulate interest in music among service personnel and to produce useful additions to the library of music of the armed forces.

Any member of the armed forces on active duty for more than 90 days can participate. Only previously unpublished marches will be acceptable for competition. Contestants may submit one or more entries. Each entry will consist of a march composed for band; only piano score or three-stave conductor's score will be accepted. Entries will be suitable for parade purposes and will include introduction, first and second strains, trio, and break-up strain.

Preliminary contests will be conducted at several naval activities, semi-finals at higher command levels and the grand finals at each Department level.

## List of New Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Exchange, Bldg. 311, U.S. Naval Base, Brooklyn, N. Y., is published for the convenience of ships and overseas bases. The title of each picture is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in February.

The films announced in this column are distributed free to ships and overseas bases, and are paid for out of appropriations from the BuPers Central Recreation Fund.

*The Thief of Venice* (1103): Drama, Maria Montez, Paul Christian.

*Thunder in the East* (1104): Melodrama; Alan Ladd, Deborah Kerr.

*Bloodhounds of Broadway* (1105) (T): Musical Comedy; Mitzi Gaynor, Scott Brady.

*Plymouth Adventure* (1106) (T): Historical Drama; Spencer Tracy, Van Johnson.

*Yukon Gold* (1107): Western; Kirby Grant, Martha Hyer.

*Taxi* (1108): Comedy, Dan Daily, Constance Smith.

*The Blazing Forest* (1109): Drama; John Payne, Susan Morrow.

*Last of the Comanches* (1110): Western; Broderick Crawford, Barbara Hale.

*Pony Soldier* (1111) (T): Western; Tyrone Power, Penny Edwards.

*Target Hong Kong* (1112): Spy Melodrama; Richard Denning, Nancy Gates.

*Stars and Stripes Forever* (1113) (T): Musical; Clifton Webb, Ruth Hussey.

*Outpost in Malaya* (1114): Melodrama; Claudette Colbert, Jack Hawkins.

*Face to Face* (1115): Melodrama; James Mason, Robert Preston.

*Million Dollar Mermaid* (1116) (T): Comedy; Esther Williams, Victor Mature.

*Breaking the Sound Barrier* (1117): Suspense; Ralph Richardson, Ann Todd.

*Redhead from Wyoming* (1118): Western; Maureen O'Hara, Alex Nicol.

*Mr. Smith Goes to Washington* (1119): Melodrama; Jean Arthur, James Stewart.

*Desperate Search* (1120): Melodrama; Howard Keel, Jane Greer.

*Rogue's March* (1121): Drama; Peter Lawford, Janice Rule.

*Road to Bali* (1122) (T): Comedy; Bing Crosby, Bob Hope.

*Girls in the Night* (1123): Drama; Harvey Lembeck, Joyce Holden.

*April in Paris* (1124): Musical; Ray Bolger, Doris Day.

*Never Wave at a WAC* (1125): Comedy; Rosalind Russell, Paul Douglas.

*Tropic Zone* (1126): Drama; Ronald Reagan, Rhonda Fleming.

## HM3s Not Eligible for Submarine Training

Hospital Corpsmen in pay grade E-4 are not eligible to apply for submarine training as was announced in ALL HANDS, December 1952, p. 44. Non-rated men and petty officers of the several rates listed in the article are eligible to apply for submarine training at the Submarine School, New London, Conn., provided they meet the qualifications.

Candidates must volunteer for sea duty in submarines and such requests should be sent via commanding officers to the Chief of Naval Personnel (Attn: Pers B212d). Requests are not desired from men now attending naval schools, men in transient status or men who are undergoing recruit training.

## Navy and Air Force Pilots Trade Jobs for Year Under Inter-Service Study Program

With the recent reporting of 21 Navy, Marine and Air Force pilots to the Pentagon for briefing, the semi-annual Navy-Air Force exchange program entered its fourth year. After the briefing the pilots reported to the opposite service for a one-year tour of duty.

Under this program a yearly total of 25 Navy and Marine flyers exchange duty with 25 Air Force flyers. Exchanges are made during February and October.

Exchange officers are assigned to bases throughout the U.S. to fly planes similar to those they fly in their own branch. In these assignments they study the missions, training and aircraft of the other service.

Navy-Marine officers are assigned to Air Force groups of the Air Defense Command, the Training Command and the Air Rescue Command. Upon their request, they may be further assigned to Air Force squadrons scheduled for deployment to the Korean theater.

Air Force flyers report to Navy carrier squadrons, anti-submarine warfare groups, patrol squadrons, special weapons squadrons and the All Weather Flight School. Upon completion of a one-year tour, all officers return to their parent service.

Qualifications and quotas for Navy flyers are promulgated from time to time by ComAirPac and ComAirLant.

## Are You Looking for Information on Navy Schools?

If you are about to sit down and write to BuPers or send a Letter to the Editor of ALL HANDS asking for information on a Navy school or course—*don't do it!* At least not until you've done a couple of things first.

- Read the article on the following pages—it should answer a lot of your questions.

- Then check the books available in your ship or station office that have been written for the exact purpose of answering most of your school questions.

These publications are: *List of Navy Schools and Courses* (NavPers 15795; Rev. Dec 1952), a

list of all training schools under the cognizance of BuPers which is published semi-annually as a supplement to *Catalog of U. S. Naval Training Activities and Courses* (NavPers 91769); and either of two Fleet directives, *Training Command Atlantic Instruction* 1540.1B (1 Jan 1953) or *Training Command Pacific Instruction* 1500.2C (11ND P-193, Rev. 12-52).

For additional details on how to put in for the school of your choice or to find out if you rate going to school, ask your division officer or information and education officer. He knows most of the answers.



## Navy Schools and Courses Produce Expert Sailors

The Navy's growth and normal manpower requires a continuous program of training thousands of Navy-men engaged in many professions, specialized skills and occupations. To meet these needs of the service, hundreds of different schools and courses are established in shore-based training facilities.

Here, for the first time, ALL HANDS presents for the purpose of quick reference, a complete listing of the Navy's service schools and courses. The only schools and courses not included are those for medical and dental training and those specialized courses ranging from one hour to a couple of days which are established by the Fleet training commands.

Your application and selection for a Navy service school depends upon many factors. First, you should know something about the schools available to you and where to go for information about the requirements and qualifications you must have.

The list on the following pages tells you which schools pertain to your rating and rate, convening dates and where each school is located. Also you should understand the different "classes" of schools as well as the meaning of "returnable quota" and "non-returnable quota." "Non-returnable" means you will be sent to another duty station after completion

of training; "returnable" that you will return to your present station.

Quotas for certain Class schools are controlled by BuPers directives while quotas for other schools, known as Fleet quota schools, are determined by directives of the Atlantic Fleet and Pacific Fleet training commands. The class of a school is indicated in the chart by a capital letter in parenthesis, like "(A)".

Service schools are divided into four general classes:

- **Class P schools**—Conduct training at a preparatory or basic training level for non-rated men. The length of courses varies from 8 to 12 weeks.

- **Class A schools**—Covers the ground work for general service ratings. The curriculum includes all technical qualifications required for petty officer, third and second class. The length of courses varies from 9 to 44 weeks.

- **Class B schools**—Enlisted personnel for the higher petty officer rates are prepared for advancement by Class B schools. The curriculum includes all technical qualifications required for POI and CPO. Length of courses varies from 14 to 60 weeks.

- **Class C schools**—Prepare enlisted personnel in some but not all of the requirements for a general service rating. The curriculum for this school is designed around the special quali-

fication or skill desired. Class C schools are further divided into two subclasses, namely:

- Class C-1—Located in naval establishments.

- Class C-2—Located in civilian manufacturing plants.

**Functional training schools** are conducted primarily for officers. Some of the courses are available to certain qualified enlisted personnel whose additional training is required to meet the needs of the service.

**Fleet Quota Schools**—Many of the schools and courses listed here are designated as Fleet quota schools. Not all of the Fleet schools can be listed, however. There are too many of them. The complete listing of schools for Fleet personnel is contained in these Fleet directives:

- Atlantic Fleet—TraComdLant Instruction 1540.1B of 1 Jan 1953.

- Pacific Fleet—ComTraComPac Instruction 1500.2C (11ND P-193 Rev. 12-52).

More detailed information on service schools will be found in two publications—*U.S. Naval Training Activities and Courses* (NavPers 91769), and its supplement, *List of Navy Schools and Courses* (NavPers 15795, Rev. December 1952). Both are available in your ship's office or from the Training Officer or the I and E Officer at your duty station.

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Air Conditioning and Refrigeration (C-1)	8 wks.	MM, EN, UT	Ev. 2 wks.	NS, Nav. Rec. Sta., Norfolk; and NS, NTC, San Diego
Amphibious (Fleet)	as appropriate	Off. and Enl.	varies	NAB Little Creek, Va., and NAB Coronado, Calif.
Armed Forces Staff College	5 mos.	Officers	24 Aug.	NB, Norfolk
Atomic Defense (Fleet)	5 days	Off. and Enl.	varies	FTC, Newport, Norfolk, San Diego, Charleston, Pearl Harbor
	2 wks.	Officers	Ev. 2 wks.	NB, Philadelphia
	6 wks.	Officers	11 May 27 Apr. 22 Jan.	NavUnit Chem. Corps Scol, Ft. Mc Clellan, Ala. NavScolCom, NavSta, Treasure Island, Calif.
Atomic Defense Indoctrination (Fleet)	1/2 day	Off. and Enl.	On request	FTC, Guantanamo, Cuba
Atomic Defense (Shipboard Application)	2 wks.	Officers	27 Apr. 25 May	NavScolCom, NavSta, Treasure Island, Calif.
Boilermen (A)	14 wks.	FA, FN, BT3	Ev. 2 wks.	NavScol, Rec. Sta., Philadelphia., Pa. and NavScol, NTC, Great Lakes, Ill.
Boilermen (B) Auto. Comb. Cont. Oil Burning	15 wks.	BT	Ev. 15 wks.	NavScol, Rec. Sta., Phila., Pa.
	5 wks.	BT	Ev. 5 wks.	
	3 wks.	Off.	Ev. 3 wks.	

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Operational Firemen	3 wks.	FA, FN	Ev. 3 wks.	
CEC Officers	16 wks. 8 wks.	Officers Officers	July and Feb. 7 Apr. 8 Jun.	NavScol, CEC Off. NCBC, Port Huonome, Calif.
Chaplain, Indoctrination	4-8 wks.	newly comm. Staff Corps off.	Approx. monthly	NavScol, Indoctrination, Chaplain, NS, Newport
Chemical, Biological and Atomic Warfare Defense	4 wks.	Officers	27 Apr. 25 May 22 Jun.	NavUnitChemCorpsScol, Ft. McClellan, Ala.; NavScolsCom, NavSta, Treasure Island, Calif.
Chemical Warfare Defense	3-5 days	Off. and Enl.	varies	NavScolsCom, NavSta, Treasure Island, Calif.
Combat Information Center AEW (Fleet)	2 days 1 wk.	Off. and Enl. Off. and Enl.	Thursday 2nd Mon. monthly	CIC TeamTraCen, Boston CIC TeamTraCen, San Diego
Air Control Team Training	1 wk.	Off. and Enl.	Ev. Monday	CIC TeamTraCen, San Diego
Air Controller All Weather (Fleet)	2 wks.	Officers	Ev. 1st and 3rd Monday	CIC TeamTraCen, San Diego
Air Controller (day) (Fleet)	2 wks. 2 wks. 2 wks. 2 wks.	Officers Officers Officers Officers	Ev. Monday Ev. Monday Ev. Monday Ev. Monday	FltTraCen, Norfolk CIC TeamTraCen, Boston FltTraCen, Newport CIC TeamTraCen, San Diego
Basic CIC	20 wks.	Officers	23 Apr. 1 June	Nav CIC Off. Scol, NAS, Glenview, Illinois.
Basic CIC Training (Fleet)	2 wks. 2 wks. 5 days	Enl. Enl. Off. and Enl.	Ev. 2 wks. As requested Monday	CIC TeamTraCen, Boston CIC TeamTraCen, San Diego FltTraCen, Newport, Norfolk and Charleston
CIC Team Training (Fleet)	4 wks. 1-2 wks.	Off. and Enl. Off. and Enl.	Ev. 2 wks. Monday	CIC TeamTraCen, Boston CIC TeamTraCen, San Diego
CIC Training (Fleet)	varies	Off. and Enl.	varies	FltTraCen, Norfolk, Charleston, Guantanamo, San Diego, Pearl Harbor
CIC Watch Officers (Fleet)	4 wks. 4 wks.	Officers Officers	Ev. 2 wks. Ev. 1st and 3rd Monday	CIC TeamTraCen, Boston CIC TeamTraCen, San Diego
PCO, PXO Indoctrination (Fleet)	2 wks.	Officers	Ev. 2 wks.	CIC TeamTraCen, San Diego
RADCM (Fleet)	3 days 1 wk. 2-3 days	Off. and Enl. Off. and Enl. Off. and Enl.	Monday Ev. Monday varies	CIC TeamTraCen, Boston CIC TeamTraCen, San Diego FTC, Newport, Norfolk, Charleston, Guantanamo, San Diego, Pearl Harbor
Senior Officer Familiarization (Fleet)	5 days	Officers	Ev. Monday	CIC TeamTraCen, Boston
Commissarymen (A)	9 wks.	SA, SN, CS3	Ev. 3 wks.	NavSupplyCorpsScol, Bayonne, N. J. NTC, San Diego
Communication Short Course	12 wks.	Officers	11 May	Supt. NavPostgraduate Scol, Monterey, Calif.
ComCM (Fleet)	2 days varies	Off. and Enl. Off. and Enl.	Thursday varies	CIC TeamTraCen, Boston FTC, Newport, Norfolk, Charleston, Guantanamo, San Diego, Pearl Harbor
Compressed Gases (C-1)	18 wks.	Off. and Enl.	Ev. 9 wks.	NavScol, Norfolk Shipyard, Portsmouth, Va.
Construction (A and B) Builders, Construction Elect., Draftsmen, Drivers, Mechanics, Steelworkers, Surveyors (A), Utilities Men	11-16 wks.	Enl.	varies	NavScols, Construction, NCBC, Port Huonome, Calif.
Cryptographic Rep. (C-1) Basic Course	4 wks.	Off. CT, RM, TE	Ev. 4 wks.	NavScol, NYNSY, Brooklyn; Nav Scol, Mare Island NSY, Vallejo, Calif.
Adv. Course No. 2	4 wks.	Off. CT, RM, TE	Ev. 4 wks.	as above
Damage Control (Fleet)	1-2 wks.	Off. and Enl.	Mondays	FTC, Newport, Norfolk, Charleston, San Diego, Pearl Harbor
Basic D.C.	9 wks.	Officers	Ev. Monday Ev. 2nd Mon.	NDCTC, Naval Base, Philadelphia NavScols, NavSta, Treasure Island
PCO's and PXO's	1 wk.	Officers	as above	as above
P-500 Pump Operation (BuPers) (Fleet) (Fleet)	1 day 1 day 5 days	Enl. Enl. Enl.	Wednesdays Fridays Mondays	NavScol, NavSta, Treasure Island FTC, Norfolk FTC, Norfolk, San Diego, Pearl Harbor

# THE BULLETIN BOARD

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Velocity Power Tools (BuPers)	5 days	Off. and Enl.	Mondays	NavScolCom, Treasure Island, Calif.
Damage Controlmen (A)	16 wks.	FA, FN, DC3	Ev. 2 wks.	NDCTC, NB, Philadelphia NavScolCom, Treasure Island, Calif.
Degaussing (C-1)	7 wks.	Enl.	20 Apr. 2 Nov.	NavScol, Mine Warfare, Yorktown, Va.
Degaussing, Automatic Equipment	5 wks.	Officers	Quarterly	NavScol, Mine Warfare, Yorktown, Va.
Degaussing, Industrial	8 wks.	Officers	6 July	NavScol, Mine Warfare, Yorktown, Va.
Degaussing Non-industrial	8 wks.	Officers	8 Sep.	NavScol, Mine Warfare, Yorktown, Va.
Dial Central Office Maintenance	18 wks.	Enl.	Ev. 3 wks.	US Army Signal Scol, Ft. Monmouth, New Jersey
Disaster Relief	2 wks.	Officers	26 Apr. 18 May 15 Jun.	NavScol, CEC Officers, NCBC, Port Hueneme, Calif.
Disbursing & Supply Basic Instruction	21 wks.	Off. (SC)	Approx. monthly	NavSupplyCorpsScol, Bayonne, N.J.
Disbursing Clerks (A)	9 wks.	SA, SN, DK3	Ev. 3 wks.	NavScolCom, Newport, NavScol NTC, San Diego
Divers (C-1)	25 wks.	Enl.	1st Mon. of Ev. 2nd month	NavScol, Deep Sea Divers, Naval Gun Factory, Washington
Deep Sea Divers				
Med. Off. Course	10 wks.	Med. Off.	varies	
Refresher Course in Helium-Oxygen Mixtures	2 wks.	Enl.	varies	
Requalification Course	varies	Master and 1st class divers	varies	
Regular Course	26 wks.	Officers	1st Mon. Apr. and Oct.	
Warrant Officers	26 wks.	WO's	1st Mon. Apr. and Oct.	
Salvage Functional	14 wks. 16 wks.	Off. Enl.	Off. quarterly Enl. ev. 8 wks.	NavScol, Salvage, Bayonne Annex, New York NSYD, Bayonne, N.J.
Divers, 2nd class	6 wks.	Enl.	27 Apr. 8 Jun. 20 July 8 Sep. 5 Oct. 9 Nov. 16 Nov. 11 May 24 Aug.	
Salvage, Requal.	5 wks.	Enl.		
Electrician's Mates (A)	14 wks.	FA, FN, EM3	Ev. wk. Ev. 2 wks.	NavScol, NTC, Great Lakes NavScol, NTC, San Diego, and Montgomery County Jr. College, Takoma Park, Md.
(B)	20 wks.	EM2 and above	Ev. 2 wks.	NavScol, NTC, Great Lakes
Electronics (Fleet)	as required	Off. and Enl.	varies	FTC, San Diego and Pearl Harbor
Functional	as required	Off. and Enl.	varies	NavTraFacility, Philadelphia
Electronics Maintenance	1 yr.	Jr. Off., WO's	6 July	NavScol, Electronics Maintenance, NTC, Great Lakes
Electronics Materiel	16 wks.	Jr. Off.	6 Apr. 1 Jun.	NavScolCom, NavSta, Treasure Island
Electronics Technicians (A)	36 wks.	SA, SN, ET3	Ev. 2 wks.	NavScol, NTC, Great Lakes and NavScolCom, Treasure Island
(B)	28 wks.	ET2, above	Ev. 8 wks.	NavScolCom, Treasure Island
Electronics Technicians (C-1)		Off. and ET		NavScol, NTC, Great Lakes
AEW	8 wks.		Ev. 8 wks.	
Countermeasures	4 wks.	Officers	varies	
Countermeasures	8 wks.	RD, RM	Ev. 4 wks.	
MK 10 (Maint.)	6 wks.	ET2, above	Ev. 7 wks.	
MK 10 (Operational)	1 wk.	RD	Ev. 7 wks.	
SP Radar	4 wks.	ET	Ev. 4 wks.	
SX Radar	4 wks.	ET	Ev. 4 wks.	
UHF	4 wks.	ET	Ev. 4 wks.	
Electronics Technicians (C-1)		Off. and Enl.		NavScol, Electronics, NavScolCom, Treasure Island, Calif.
AEW (SRR-4)	8 wks.		Ev. 8 wks.	
AN/SQG-4	8 wks.		Ev. 8 wks.	
AN/SQS-10	3 wks.		Ev. 8 wks.	
AN/UQS-TI	8 wks.		Ev. 8 wks.	
MK 10 (Maint.)	6 wks.		Ev. 7 wks.	
MK 10 (Opr.)	1 wk.		Ev. 7 wks.	
MK 25	6 wks.		Ev. 6 wks.	



TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
MK 28	1 wk.		Ev. 2 wks.	
QH8a	3 wks.		Ev. 8 wks.	
Radio Teletype	4 wks.		Ev. 4 wks.	
RCM	1 wk.		1st Mon. ea mo.	
SG-6	1 wk.		1st & 3rd Mon.	
SP	4 wks.		Ev. 5 wks.	
SR-6B	1 wk.		1st & 3rd Mon.	
SS/SV	2 wks.		1st & 3rd Mon.	
Stable Element MK 8 MOD 2 & 4	2 wks.		Ev. 5 wks.	
SX	5 wks.		Ev. 5 wks.	
UHF	4 wks.		Ev. 4 wks.	
VF	1 wk.		4th Mon. ea mo.	
Enginemen (A)	14 wks.	FA, FN, EN3	Ev. 2 wks.	NavScol, NTC, Great Lakes, and NavScol, NavRecSta, San Diego
Enginemen (C-1) ALCO 539, CB G SB-8, FM 38 DB-1/8, GM-8-268A, GM-12- 567A, GM-16-278A	5 wks.	EN	Ev. 3 wks.	NavScol, NTC, Great Lakes
Explosive Ordnance Disposal (Functional)	6 mos.	Off. and Enl.	4 times per yr.	NavScol, Explosive Ordnance Disposal, NavPowderFactory, Indian Head, Md.
Refresher	6 wks.	Off. and Enl.	12 times per yr.	
Spec. Weapons Disp.	4 wks.	Off. and Enl.	12 times per yr.	
Fire Control Tech. (A)	44 wks.	Enl.	Ev. 4 wks. Ev. 2 wks. Ev. 2 wks.	NavScol, NavRecSta, Washington NavScol, NTC, Bainbridge, Md. NavScol, NTC, San Diego
Underwater Fire Control (C-1)				NavScol, RecSta, Washington, D.C.
UWFC 101	9 wks.	Off. FC/FT2 above	Ev. 9 wks.	
UWFC 102	18 wks.	same as above	varies	
UWFC 104	8 wks.	same as above	Ev. 9 wks.	
UWFC 105	8 wks.	same as above	Ev. 9 wks.	
Fire Control Tech. (B) GFCS, MK 56	44 wks. 14 wks.	FC/FT2 above Off. FC/FT2 and above FC/FT2 above	Ev. 4 wks. Ev. 14 wks.	NavScol, RecSta, Washington, D.C.
MK 1A Computer	6 wks.		Ev. 4 wks.	
Fire Fighting (Fleet)	2 days 5 days 1 day	Off. and Enl.	Mon. and Wed. Ev. Monday On Request	FTC, Newport FTC, Pearl Harbor, San Diego; Norfolk FTC, Guantanamo, Cuba
Fire Fighting, Functional	2 days	Off. and Enl.	Mon. and Wed.	NDCTC, NB, Philadelphia, NavScol
Functional	5 days	Off. and Enl.	Ev. Monday	Com, NavSta, Treasure Island
Fire Fighting, Aircraft Carrier Shipboard				
Functional	5 days	Off. and Enl.	Ev. 2 wks.	NDCTC, NB, Philadelphia
Fire Fighting Instructors, Functional	6 wks.	Off., PO2s and above	Ev. 6 wks.	NDCTC, NB, Philadelphia
Functional	6 wks.	Off. and Enl.	Ev. 3 wks.	NavScolCom, Treasure Island, Calif.
Fleet Training Centers (Fleet) ASW, CIC, COMM, Emergency Ship Handling, Damage Control, Electronics, Gunnery, Fire Fighting, Loran, Lookout Recognition, Tele- phone Talking, Atomic Defense, ComCM, RadCM, etc.	varies	Off. and Enl.	varies	FTC, Newport, Norfolk, Charleston, Guantanamo, San Diego, Pearl Harbor
Freight—Introduction to Traffic and Terminal Management	4 wks.	Officers	1 June	NavScol, NSC, Oakland, Calif.
Freight Transportation and Traffic Management	6-9 mos.	Officers	Ev. October	NavScol, NSC, Oakland, Calif.
Guided Missiles (Army) (General)	32 wks.	Officers	varies	NavAdminUnit, Artillery School, AA and G/M Br., Ft. Bliss, Tex.
Guided Missiles General (Functional)	20 wks.	Enl.	Ev. 11 wks.	NavGuidedMissilesScol, NAMTC Pt. Mugu, Calif.

# THE BULLETIN BOARD

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Guided Missiles Functional, Preparatory	24 wks.	Enl.	Jan. July	NavGuidedMissilesScol, FADTC, Dam Neck, Virginia Beach, Va.
Guided Missiles (Specific) Functional	24 wks.	Off. and Enl.	Jan. July	NavGuidedMissilesScol, Consolidated-Vultee Aircraft Corp. Pomona, Calif.
Gunner's Mates (A)	15 wks.	SA, SN, GM3	Ev. 2 wks.	NavScol, NTC, Bainbridge, Md.
(B)	20 wks.	GM2, above	Ev. 2 wks.	NavScol, RecSta, Washington, D.C.
3"/50 RFTM MK 27	4 wks.	GM	Ev. 2 wks.	NavScol, RecSta, Washington, D.C.
Gunnery (Fleet)				NavScol, Fleet Gunnery and Torpedo, San Diego
Main Battery	6 wks.	Officers	Quarterly	
AA Control	12 wks.	Officers	Quarterly	
AA Control	5 wks.	Officers	Quarterly	
Team Training Courses (Auxiliary Vessels)	varies	Off. and Enl.	varies	
Torpedo Control	6 wks.	Officers	Quarterly	
Gunnery; Off. Ordnance Sch Course I (AA Installations)	16 wks.	Officers	Ev. Monday	GOOS, NavRecSta, Washington
Course II (Major Caliber Installations)	16 wks.	Officers	Ev. 5th Mon.	GOOS, NavRecSta, Washington
Course III (Combined Courses I and II)	24 wks.	Officers	Ev. Monday	GOOS, NavRecSta, Washington
Course IV Reserve Training	14 days	USNR Off.	Ev. 1st and 3rd Monday	GOOS, NavRecSta, Washington
Course V (Components of I and II)	1-24 wks.	Officers	Ev. Monday	GOOS, NavRecSta, Washington
AA Gunnery (20 mm, 40mm, 3"/50, 5"/38, 5 /54 (firing course) Fleet)	2-5 days	Off. and Enl.	Mon. and Wed.	FtAirDefTraCen, Dam Neck, Va.
Gun Director (MK 37, 51 52, 56, 57, 63) (Fleet)	1-2 wks.	Off. and Enl.	Mon. and Wed.	
Refresher Training (AA Gunnery and Fire Control System; Non-firing (Fleet)	varies	Off. and Enl.	varies	FTC, Newport, Norfolk, Charleston, Guantanamo, San Diego, Pearl Harbor
Harbor Defense Functional	15 wks.	Officers	3 times a yr.	NavScolCom, Treasure Island, Calif.
Functional	7 wks.	Enl. (BM)	same	
Functional	12 wks.	Enl. (EM)	same	
Functional	6 wks.	Enl. (SO)	6 times a yr.	
I.C. Electricians (A)	14 wks.	FA, FN, IC3	Ev. wk. Ev. 2 wks.	NavScol, NTC, Great Lakes NavScol, NTC, San Diego
I.C. Electricians (B)	42 wks.	IC2, EM2(SS)	Ev. 8 wks.	NavScol, NavRecSta, Washington, D.C.
Gyro Compass Technicians	12 wks.	EM2, IC2, above	Ev. 8 wks.	
Industrial College of Armed Forces	10 mos.	Joint Adv. Officers	Aug.	Ft. Lesley J. McNair, Washington, D.C.
Information and Education	6 wks.	Off. and Enl.	15 Apr. 3 June	Armed Forces Information School, Ft. Slocum, N. Y.
Instructors (C-1)		Off. and Enl.		NavScol, Rec Sta, Norfolk; NavScol NTC, San Diego; NavScol, NTC, Great Lakes (No "C" course at Great Lakes)
"A" Course (Basic)	4 wks.		Weekly	
"C" Course (Ship/bd)	2 wks.		Ev. 1st and 3rd Monday	
"D" Course (USNR)	2 wks.			
Instrumentmen (A)	32 wks.	SA, SN, IM3	Ev. 13 wks.	NavScol, RecSta, Washington, D.C.
Instrumentmen (C-1)				NavScol, NTC, Great Lakes
Adding Mach. Repair	12 wks.	IM	Ev. 12 wks.	
Calculator Repair	18 wks.	IM	4 May and Ev. 18 wks.	
Typewriter Repair	12 wks.	IM2, IM3 strikers	Ev. 12 wks.	
Journalists (A)	12 wks.	SA, SN, JO3	Ev. 12 wks.	NavScol, NTC, Great Lakes
Lithographers (A)	18 wks.	SA, SN, LI3	Ev. 4 wks.	NavScol, RecSta, Washington
Loran Operation (A)	4 days	Off. and Enl.	Ev. 2nd, 3rd, 4th Monday	NavScol, NB, Norfolk
(Fleet)	5 days	Off. and Enl.	Monday	FTC, Newport

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
(Fleet)	4 days	Off. and Enl.	Monday	FTC, San Diego
(Fleet)	4 days	Off. and Enl.	Ev. 2 wks.	FTC, Pearl Harbor
Operator Maintenance (A)	4 days	Off. and Enl.	Ev. 1st Monday	NavScol, NB, Norfolk
Machine Accountants (C-1)	10 wks.	MA	Ev. 10 wks.	NavScolCom, Treasure Island
Machinery Repairmen (A)	14 wks.	FA, FN, MR3	Ev. 2 wks.	NavScol, NTC, San Diego
Machinist's Mates (A)	14 wks.	FA, FN, MM3	Ev. wk.	NavScol, NTC, Great Lakes
Metalsmiths (A)	14 wks.	FA, FN, ME3	Ev. 2 wks.	NavScol, NTC, San Diego NavScol, RecSta, Norfolk
Metalwork, Advanced (C-1)				
Course No. 1	5 wks.	ME2, ML2, above	Ev. 10 wks.	NavScol, NTC, San Diego
Course No. 2	10 wks.	MM2, MR2, above	Ev. 10 wks.	
Course No. 3	10 wks.	MM2, MR2, above	Ev. 10 wks.	
Military Police (Army)	7 wks.	Enl.	Ev. 4 wks.	Provost Marshal General Scol, Camp Gordon, Ga.
Mine Warfare Functional				NavScol, Mine Warfare, Yorktown, Va.
Advanced Mines (B)	3 wks.	MN	Quarterly	
Aviation Mines (C-1)	6 wks.	AO2, above	27 Apr. 25 May 20 July	
Aviation Mines Maint.	5 wks.	Officers	14 Sep.	
Aviation Mine Warfare	3 wks.	Officers	8 times per yr.	
Familiarization				
Degaussing (C-1)	7 wks.	EM, desig. strikers	20 Apr. 2 Nov.	
Degaussing, Automatic Equipment	5 wks.	Officers	4 times per yr.	
Degaussing, Industrial	8 wks.	Officers	6 July	
Degaussing, Non-Ind.	8 wks.	Officers	8 Sep.	
Elementary Mines (A)	12 wks.	Enl.	Ev. 4 wks.	
Mine Countermeasures	10 wks.	Officers	8 times per yr.	
Mine Warfare Staff	21 wks.	Officers	25 May 5 Oct.	
Mines	10 wks.	Officers	17 Aug.	
Minesweeping (BM) (C-1)	7 wks.	Enl.	8 times per yr.	
Minesweeping (EM) (C-1)	8 wks.	Enl.	13 times a yr.	
(Basic)				
Minesweeping (EM (C-1) (Special)	4 wks.	Enl.	13 times a yr.	
Off. Familiarization	3 wks.	Officers	10 times a yr.	
Senior Officers	2 wks.	Officers	6 Apr. 5 Oct.	
Introductory				
Submarine Mines (C-1)	5 wks.	Enl.	28 Sep.	
Submarine Mines	5 wks.	Officers	28 Sep.	
Maintenance				
Submarine Mine Warfare	2 wks.	Officers	14 Sep.	
Familiarization				
Refresher Qual. (Mine Firing Mech.) (A) (B) or (C-1)	3 wks.	Off. and Enl.	20 July 12 Oct.	
Class B Technicians (C-1)	2 wks.	Off. and Enl.	Quarterly Quarterly Quarterly	NavAmmo Depot, Hawthorne, Nev. NavAmmo Depot, Oahu, T.H. NavAmmo Depot, Mare Island, Calif.
Class B Technicians Aviation Mines (C-1)	2 wks.	Off. and Enl.	varies	ComFairWing 1, 2, 4, 6, 14, Co, FasRon 2, 3, 6
Reserve Refresher Training Special	4 wks.	Off. and Enl.	12 times a yr.	NavScol, Mine Warfare, Yorktown, Va.
Molders (A)	20 wks.	FA, FN, ML3	Ev. 10 wks.	NavScol, RecSta, San Diego
Motion Picture Oper. (C-1)		Enl.		NavScol, RecSta, Norfolk
16MM SMPP Systems	2 wks.		Ev. 2 wks.	NavScol, NTC, San Diego
35MM SMPP Systems	2 wks.		Ev. 2 wks.	
Music		Enl.	varies	NavScol Music, RecSta, Washington
Basic Course (A)	varies			
Advanced (B)	varies			
Refresher (C-1)	varies			
National War College	10 mos.	Joint Adv. Off. Tra.	Aug.	Ft. Lesley J. McNair, Washington
Naval Justice	7 wks.	Off. and Enl.	11 May	NavScol, NB, Newport
Naval War College	10 mos.	Adv. Off. Tra.	Aug.	Naval War College, Newport
Strategy and Tactics				
Strategy and Logistics				
Command and Staff				



# THE BULLETIN BOARD

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Strategy and Sea Power Flag Officers' Refresher Course	1-2 yrs. varies			
Naval Training Facilities Functional ASW, CIC, Comm, Loran, Electronics, Gunnery, Navigation, etc.	varies	Off. and Enl.	varies	Naval Training Facilities, Phila., Pa.; Treasure Island, Calif.
Nets Functional	9 wks. 6 wks.	Enl. Officers	5 times a yr. 5 times a yr.	Naval Net Depot, Tiburon, Calif.
Opticalmen (A) (B)	26 wks. 48 wks.	SA, SN, OM3 OM3 6 mos. in rate, OM2, above	Ev. 8 wks. Ev. 12 wks.	NavScol, RecSta, Washington
Lead Com. Sight Rep. Optical Filming Rangefinder Rep. Sub. Periscope Rep.	20 wks. 4 wks. 16 wks. 8 wks.		Ev. 12 wks. Ev. 12 wks. Ev. 12 wks. Ev. 12 wks.	
Patternmakers (A)	26 wks.	FA, FN, PM3	Ev. 13 wks.	NavScol, RecSta, San Diego
Personnelmen (A)	10 wks.	SA, SN, PN3	Ev. 2 wks.	NavScol, NTC, San Diego, and NavScol, NTC, Bainbridge, Md.
Recruit Procurement (C-1)	5 wks.		Ev. 5 wks.	NavScol, NTC, San Diego NavRecSta, Norfolk
Interviewing and Classification (C-1)	8 wks.	PN2, above	Ev. 4 wks.	NavScol, NTC, San Diego
Photo Interpretation and Photogrammetry	24 wks.	Off. AF2, PH2, QM2, above	2 May	Photo Interpretation Center, NavRecSta, Washington
Pipefitters (A)	16 wks.	Enl.	Ev. 2 wks.	NavRecSta, Norfolk; NTC, San Diego
Printers (A)	8 wks.	SA, SN, PI3	Ev. 4 wks.	NavScol, RecSta, Norfolk NavScolCom, Treasure Island, Calif.
Public Information (Joint)	8 wks. 6 wks.	Officers Enl.	13 May 15 Apr. 3 Jun.	Armed Forces Information Scol, Ft. Slocum, N.Y.
Quartermasters (A)	16 wks.	SA, SN, QM3	Ev. 2 wks.	NavScol, NTC, Bainbridge, Md.
Radarmen (A)	12 wks.	SA, SN, RD3	Ev. 4 wks. Ev. 2 wks.	NavScol, Treasure Island, Calif. NavScol, RecSta, Norfolk
Radiac Instrument Maint. (Joint)	4 wks.	Off. and Enl.	27 Apr. 1 June	NavScolCom, Treasure Island, Calif.
Radiomen (A)	16 wks.	Enl.	Ev. 2 wks.	NavScol, RecSta, Norfolk
(A)	24 wks.		Ev. 2 wks.	NavScol, NTC, San Diego NavScol, NTC, Bainbridge, Md.
Recognition Instructor (C-1)	4 wks.	Off. and Enl.	Ev. 4 wks.	NavRecSta, Norfolk; NTC San Diego
Reserve Transferees (5 Term College Tra Prog.)	2-5 terms	Officers	Ev. college term	NROTC Colleges and George Washington University, Washington, D.C.
Salvage (see Divers) Functional	14 wks. 16 wks.	Officers Enl.	4 times a yr. Ev. 8 wks.	NavScol, Salvage, Bayonne Annex, N.Y.; NSYD Annex, Bayonne, N.J.
Ship's Servicemen Laundrymen (A)	8 wks.	SA, SN, SH3	Ev. 4 wks.	NavScol, NSCS, NSD, Bayonne, N.J.
Navy Exchange Management (C-1)	6 wks.	SHC, SH1	Ev. 8 wks.	Navy Ship's Store Office, Brooklyn
Sonar (Fleet)				Fleet Sonar Scol, Key West, Fla.
Attack Teacher (503)	1 day	Enl.	On request	
Group Recorder Trainer (512)	2 days	Enl.	Tues. and Thurs.	
Echo Recognition Group Tr (513)	1 day	Enl.	Tues. and Thurs.	
Group Operator Trainer (514)	1 day	Enl.	Mon. Tues. Wed.	
Bathymograph (515)	1 day	Enl.	Mon. Wed. Fri.	
Sonar Code Refresher (531)	1, 2, 4 wks.	Enl.	On request	
Ahead Thrown Ordnance and Drill (541)	1 day	Enl.	Mon. Wed. Fri.	
Dolph Charge Ordnance and Drill (542)	1 day	Enl.	Mon. Wed. Fri.	
CO NO Anti-Sub. Tactical (550)	4 wks.	Officers	Ev. 4 wks.	
ASW Officers (551)	8 wks.	Officers	Ev. 8 wks.	
ASW Deck Off. Watch (552)	3 wks.	Officers	Ev. 4 wks.	
Submarine Sonar Officer (553)	5 wks.	Officers	Ev. 6 wks.	
Integrated ASW Attack System (555)	4 wks.	Officers	Ev. 8 wks.	

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Sonar (Fleet) (Cont.)				
Sonarmen (560)	24 wks.	Enl.	Ev. 4 wks.	
Sonar Watch Stander (561)	8 wks.	Enl.	Ev. 4 wks.	
Sonarmen Refresher (562)	12 wks.	Enl.	1st. Mon. of Ev. quarter	
Submarine Sonar Operator (563)	6 wks.	Enl.	Ev. 6 wks.	
A/S Attack System (565)	7 wks.	Enl.	On request	
A/S Attack Systems Watchstander (565a)	4 wks.	Enl.	Ev. 8 wks.	
Sonarmen Advanced (567)	15 wks.	Enl.	3rd Mon. of ea. quar.	
VOL Sonar (568)	6 wks.	Off. and Enl.	Ev. 4 wks.	
Airborne Sonar (571)	12 wks.	Enl.	Ev. 4 wks.	
Surface Sonar Team Training (500) (Fleet)	1 wk.	Off., SO and strikers	Monday	Fleet Sonar Scol, San Diego
ASW Single Ship Attack Team Trng. (501)	2 hrs.	Off., SO, RD strikers	Daily	
ASW Coordinated Attack Team Trng. (502)	2 hrs.	Off., SO, RD strikers	Daily	
Range Recorder and Echo Recognition Refresher (511)	2 days	Off. and Enl.	On request	
CO/XO ASW Tactical (550)	3 wks.	CO, XO, Oper. and Staff Off.	Ev. 4 wks.	
Coordinated ASW Command (550A)	2 wks.	Officers	Ev. 4 wks.	
ASW Officers (551)	8 wks.	Officers	Ev. 8 wks.	
ASW Deck Off. (552)	3 wks.	Officers	Ev. 4 wks.	
Sub Sonar Off. (553)	4 wks.	Officers	Ev. 8 wks.	
Off.'s A/S Attack Systems (556)	3 wks.	Officers	Ev. 8 wks.	
Sonarmen (560)	24 wks.	Enl.	Ev. 4 wks.	
Surface Sonar Watchstanders (560A)	4 wks.	Enl.	Ev. 2 wks.	
Sub. Sonar Watchstanders (560)	7 wks.	Enl.	Ev. 4 wks.	
Surface Sonarmen Operators (560C)	11 wks.	Enl.	Ev. 2 wks.	
Sub. Sonarmen Operators (560D)	13 wks.	Enl.	Ev. 4 wks.	
Surface Sonarmen Maint. (560E)	13 wks.	Enl.	Ev. 2 wks.	
Sub. Sonarmen Maint. (560F)	4 wks.	Enl.	Ev. 4 wks.	
Surface Sonarmen Oper. Refresher (560G)	3 wks.	Enl.	Ev. 4 wks.	
Sub. Sonarmen Oper. Refresher (560H)	4 wks.	Enl.	Ev. 4 wks.	
Surface Sonarmen Maint. Refresher (560I)	7 wks.	Enl.	Ev. 4 wks.	
Sub. Sonarmen Maint. Refresher (560J)	9 wks.	Enl.	Ev. 4 wks.	
Surface Sonarmen Oper. & Maint. Refresh. (560K)	10 wks.	Enl.	Ev. 4 wks.	
Sub. Sonarmen Oper. & Maint. Refresh. (560L)	1 wk.	Enl.	Ev. 2 wks.	
Scanning Sonar Operation and Operational Maint. and Refresher (560M)	2 wks.	Enl.	Ev. 2 wks.	
Searchlight Sonar Opera. & Operational Maint. and Refresher (560N)	6 wks.	SO, ET	On request	
Sonar Trainer Maint. (564)	7 wks.	Off. and Enl.	Ev. 8 wks.	
Integrated Attack System (565)	3 wks.	Off. and Enl.	Ev. 4 wks.	
Scanning Sonar Operation and Maint. (566)	2 days	Off. and POs	Mon. Wed. Fri.	
Emergency Shiphandling (607)				
Stewards (A)	12 wks.	TA, TN, SD3	Ev. 4 wks.	NavSupply Corps Scol, Bayonne, N.J.
			Ev. 4 wks.	NTC, San Diego
Storekeepers (A)	9 wks.	Enl.	Ev. 3 wks.	NavScolsCom, Newport
				NavScol, NTC, San Diego
Storekeepers (C-1) Spare Parts Course	6 wks.	Enl.	Ev. 3 wks.	NavScolsCom, Newport
Submarines Enlisted Basic (Fleet)	8 wks.	Enl.	Ev. 4 wks.	Sub.Scol, Sub.Base, New London, Conn.
Officer Basic (Fleet)	6 mos.	Officers	Jan. and Jul.	Sub.Scol, Sub.Base, New London, Conn.

# THE BULLETIN BOARD

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Specialized (Fleet)	2-10 wks.	Enl.	See ComSubLant Trng. Bulletin	Sub.Scol, Sub.Base, New London, Conn.
Submarine PCO (Fleet)	6 wks.	Officers	Ev. 2 mos. Ev. 7 wks.	Sub.Scol, Sub.Base, New London, Conn. SubPCO Scol, Sub Base, Pearl Harbor
Refresher (Fleet) Attack Teacher, Askania Trainer, Com., Engng, Gunnery and Fire Control, Lookout Recognition, Radar, Scol of Boat, TDC, Tel. Talkers	varies	Off. and Enl.	varies	SubTraFacilities, Hunters Pt. and Mare Island, San Francisco
Telemen (A)	16 wks.	Enl.	Ev. 2 wks. Ev. 4 wks.	NavScol, NTC, Bainbridge, Md. NavScol, NTC, San Diego
Teletype Maint. (C-1)	20 wks.	CT3, RM3 TE3, above	Ev. 4 wks.	NavScol, RecSta, Norfolk, NavScol, NTC, San Diego
Torpedoes Regular Course	4 wks.	Officers	Ev. 4 wks.	NavScolCom, NavSta, Newport
Torpedo Control (Fleet)	6 wks.	Officers	varies	NavScol, FltGun-Torpedo, San Diego
Torpedomen's Mates (A) (B)	16 wks. 30 wks.	Enl. Enl.	Ev. 4 wks. Ev. 4 wks.	NavScolCom, Newport
Mark 14 Depth Charges	4 wks.	Enl.	varies	
Underseas Weapons Functional A-1 (Mine MK 24, Torp. MK 34-1)	16 wks.	Officers Enl.	Ev. 4 wks. Ev. 8 wks.	NavAdvUnderseas Weapons Scol, NB, Key West, Fla.
A-4 (Torp. MK 32-1)	16 wks.	Officers Enl.	Ev. 8 wks. Ev. 4 wks.	
A-5 (Mine MK 24, Torp. MK 34-1, Torp. MK 32-1)	16 wks.	Officers Enl.	Ev. 8 wks. Ev. 4 wks.	
SC-1 (Torp. MK 32-1)	16 wks.	Officers Enl.	Ev. 8 wks. Ev. 4 wks.	
SS-1 (Torp. MK 27-4)	16 wks.	Officers Enl.	Ev. 8 wks. Ev. 4 wks.	
SS-2 (Torp. MK 27-0, MK 28-1)	16 wks.	Officers Enl.	Ev. 8 wks. Ev. 4 wks.	
SS-4 (Torp. MK 27-0, MK 28-1, MK 27-4)	20 wks.	Officers Enl.	Ev. 8 wks. Ev. 4 wks.	
Short Course Sub. Off.	4 wks.	Officers	Ev. 8 wks.	
Special (Torp. MK 43-1)	16 wks.	Off. and Enl.	Ev. 8 wks.	
Special (Torp. MK 35-2)	20 wks.	Off. and Enl.	Ev. 8 wks.	
Underwater Demolition (Fleet)	15 wks.	Off. and Enl.	Last week of May	NavPhibTraUnit, NavPhibBase, Little Creek, Norfolk, Va.
(Fleet)	15 wks.	Off. and Enl.	Ev. 18 wks.	NavPhibTraUnit, NavPhibBase, Coronado, Calif.
Replacement Training	10-15 wks.	Volunteer Off. and Enl. USN	As required	
U.S. Naval Preparatory School (C) NROTC NPS	9 wks. 28 wks.	Enl. Enl.	Annual-June Annual-Sept.	Naval Preparatory School, NTC, Bainbridge, Md.
Wave Indoctrination	8-16 wks.	Wave Off.NR	4 May	NavScolCom, NavSta, Newport
Welding (C-1)	18 wks.	FP3, ME3, BT2, DC2 and above	Ev. 6 wks.	NavScol, RecSta, San Diego
Elementary Welding	12 wks.			
Advanced Welding	6 wks.			
Underwater Cutting	6 wks.			
Arc and Acetylene Burning and Welding (Flt)	2 wks.	Enl.	Mondays	FltTraCen, Newport
Yeomen (A)	10 wks.	SA, SN, YN3	Ev. 2 wks. Ev. 2 wks.	NavScol, NTC, Bainbridge, Md. and NavScol, NTC, San Diego
(B)	16 wks.	YN2, above	Ev. 4 wks.	NavRecSta, Norfolk, and NavScol, NTC, San Diego
AVIATION TRAINING—OFFICER AND ENLISTED				
Aerographer's Mate (A) (B)	14 wks. 20 wks.	AN, AA AG1, AG2	Ev. 3 wks. 2 Mar.	NATTU, NAS, Lakehurst, N.J.
Air Controlmen (A)	12 wks.	AN, AA	Ev. 2 wks.	NATTU, NAS, Olathe, Kansas
Air Intelligence	11 wks.	Officers	21 Apr. 14 Jul. 6 Oct.	NavScol, NavIntelligence, RecSta, Washington, D.C.



TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Airborne Electronics Maintenance (Fleet)	varies	Off. and Enl.	varies	NAS, Norfolk, Va. and NAAS, Ream Field, San Diego, Calif.
Aircraft Maint. Off.	10 wks.	Officers	30 Apr. and Ev. 4 wks.	NATTC, Memphis, Tenn.
Airmen (P)	8 wks.	AN, AA	Ev. Monday	NATTC, Jacksonville, Fla., NATTC, Norman, Okla.
Airship Training	4 mos.	Officers	varies	NAS, Lakehurst, N.J.
Airship Training Non-Pilot (C-1)	12 wks.	AM (7212, 7219) any class or designated striker	6 Apr. 6 Jul. 28 Sep.	NAS, Lakehurst, N.J.
Aviation Boatswain's Mates (A)	16 wks.	AN, AA	Ev. 2 wks.	NATTU, NAMC, Philadelphia, Pa.
Aviation Electrician's Mates (A) (B)	19 wks. 33 wks.	AN, AA AE2, above	Ev. Monday Ev. 4 wks.	NATTC, Jacksonville, Fla.
Aviation Electrician's Mates (C-1) Instrument Course	13 wks.	Senior AE's	Ev. 4 wks.	NATTC, Jacksonville, Fla.
Aviation Electronics Officers	30 wks. or 18 wks. short course	Officers USNR Off.	varies	NATTC, Memphis, Tenn.
Aviation Electronics Technicians (A) (B)	28 wks. 40 wks.	AN, AA AT2, AL2, above	Ev. Monday Ev. 2 wks.	NATTC, Memphis, Tenn.
Aviation Instructor (C-1)	4 wks.	POs	Ev. Monday	NATTC, Memphis, Tenn.; NATTC, Jacksonville, Fla.; NATTC, Norman, Okla.
Aviation Machinist's Mates (A) (B)	14 wks.	AN, AA	Ev. Monday	NATTC, Memphis, and NATTC, Norman, Okla.
Jet Engine Special Maint. Course J-33 (C-1)	24 wks. 3 wks.	AD2 and above AD2 and above and AD3 recommended	Ev. 2 wks. Ev. 3 wks.	NATTC, Memphis, Tenn.
J-34	3 wks.	as above	Ev. 3 wks.	
J-42	3 wks.	as above	Ev. 3 wks.	
Helicopter Maint. (C-1)	8 wks.	AD3 and above	Ev. 2 wks.	
Aviation Medical Examiner	16 wks.	Officers	varies	Scol of Aviation Medicine, Pensacola, Fla.
Aviation Ordnance Off.	10 wks.	Officers	28 May and Ev. 10 wks.	NATTC, Jacksonville, Fla.
Aviation Ordnancemen (A) (B)	14 wks. 25 wks.	AN, AA AO2, above	Ev. Monday Ev. 4 wks.	NATTC, Jacksonville, Fla.
Aviation Storekeepers (A)	12 wks.	AN, AA	Ev. Monday	NATTC, Jacksonville, Fla.
Aviation Structural Mechanics (A) (B)	14 wks. 24 wks.	AN, AA AM2, above	Ev. Monday Ev. 2 wks.	NATTC, Memphis, and NATTC, Norman
Hydraulics Course (C-1)	8 wks.	Senior AMs	Ev. 2 wks.	NATTC, Memphis, Tenn.
Aviation Supervisor (C-1)	2 wks.	POs	Ev. 4 wks.	NATTC's at Memphis, Jacksonville and Norman, Okla.
Camera Repair (C-1)	12 wks.	AF3, PH3, above	Ev. 12 wks.	NATTU, NAS, Pensacola, Fla.
Carrier Gasoline and Inert Gas Systems (C-1)	6 wks.	AB3, above	Ev. 4 wks.	NATTU, NAMC, Philadelphia, Pa.
Catapult and Arresting Gear (C-1)	11 wks.	Off., AB, AD	Ev. 4 wks.	NATTU, NAMC, Philadelphia, Pa.
Catapult, H2, H4, H8	7 wks.	Off., AB, AD	Ev. 4 wks.	
Arresting Gear, MK 4, 5	4 wks.	Off., AB, AD	Ev. 4 wks.	
CIC Officers School	20 wks.	Officers	varies	NATTU, NAS, Glenview, Ill.
Ground Controlled Approach (C-1)				NATTU, NAS, Olathe, Kansas
Enginemen Course	10 wks.	EN3, above	Ev. 8 wks.	
Operators Course	8 wks.	Off., AC, ACAN	Ev. 4 wks.	
Technicians Course	21 wks.	Off., ET	Ev. 4 wks.	
Motion Picture Camera	14 wks.	AF3, PH3, above	6 Apr. and Ev. 14 wks.	NATTU, NAS, Pensacola, Fla.
Parachute Riggers (A) (C-1)	15 wks. 8 wks.	AN, AA PR2, above	Ev. 4 wks. Ev. 6 wks.	NATTU, NAS, Lakehurst, N.J.

## THE BULLETIN BOARD

TYPE OF TRAINING	LENGTH OF COURSE	PERSONNEL ELIGIBLE	CONVENING DATES OR FREQUENCY	LOCATIONS
Photographer's Mates (A)	14 wks. plus 2 wks. air phase	AA, AN, SA, SN	Ev. 4 wks.	NATTU, NAS, Pensacola, Fla.
(B)	18 wks. plus 3 wks. aerial phase	AF2, PH2, above	Ev. 4 wks.	
Photographic Officers	18 wks.	Officers	30 Apr. and Ev. 4 wks.	NATTU, NAS, Pensacola, Fla.
Photographic Reconnaissance Off.	21 wks.	Aviation Off.	30 Apr. and Ev. 4 wks.	NATTU, NAS, Pensacola, Fla.
Rawin Set Operator (C-1)	5 wks.	AG2, above	Ev. 8 wks.	NATTU, NAS, Lakehurst, N.J.
Target Drone (C-1)	8 wks.	Off. and Enl.	Ev. 8 wks.	NATTU, NAS, El Centro, Calif.
Training Devices Men (A)	20 wks.	AN, AA	Ev. Monday	NATTC, Memphis, Tenn.
(B)	3½ wks.	TD2, above	Ev. 9 wks.	
Operational Flight Trainer (C-1)	16 wks.	TD, TD(A) Scol Grads	Ev. 8 wks.	

### You Can Go To College Without Leaving Your Ship

Ambitious Navymen who desire to continue their education, specialize in a certain branch of knowledge or prepare themselves for advancement

in the naval service, have an excellent opportunity to turn off-duty hours into profitable educational advantages. This may be done through study of correspondence courses offered by USAFI and 46 colleges and

universities through the U.S. Armed Forces Institute, Madison, Wis.

In addition to the well known USAFI courses offering subjects of an academic nature to military personnel, the Government also has special contract arrangements with 46 colleges and universities to offer hundreds of additional courses at greatly reduced rates. A summary of the colleges and universities and the great variety of courses they make available to all naval personnel on active duty are listed in "Correspondence Courses Offered by Colleges and Universities Through the U.S. Armed Forces Institute," (NavPers 15819a, August 1952). This 265-page catalog will be found in the Information and Education Office of your activity or your ship's training officer's office.

Each student is required to pay the enrollment fee at the time his application is submitted. This amount covers the administrative cost of the enrollment and the cost of textbooks and materials. It also takes care of the \$2.00 USAFI enrollment fee for any additional USAFI courses you may want to take. Money orders should be made payable to the college or university at the city where the school is located. However, they must be sent, together with two copies of enrollment application, DD Form 305, "Application for Correspondence or Self-Teaching Course," to the U.S. Armed Forces Institute, Madison 3, Wis. No refunds will be made to the student in the case of disenrollment.

The amount of academic credit a college will grant toward a degree for these correspondence courses varies with the individual college.

## HOW DID IT START

### NTC Bainbridge

To meet the Navy's need for trained personnel back in the early years of World War II, President Roosevelt authorized the purchase of 1132 acres of land which was later to become the U.S. Naval Training Center, Bainbridge, Md. The name "Bainbridge" was chosen in honor of Commodore William Bainbridge, one-time commander of the immortal USS *Constitution* ("Old Ironsides") and founder of one of the Navy's first training schools at Charlestown Navy Yard (now Boston Navy Yard).

Construction of the Center began on 19 May 1942. In October it was placed in commission and on the 10th of that month the first recruit reported for training.

During World War II, Bainbridge performed as a vital "assembly line" for the Navy. After sending more than a quarter of a million men to the Fleet, the Center was decommissioned (temporarily, as it turned out) on 31 June 1947.

When the Korean crisis once more brought about a demand for more recruits, the big Center was reactivated. The first group of recruits arrived 2 Apr 1951—13 of them. Bainbridge was back in business.

By the end of its first year of reactivation, Bainbridge had graduated more than 17,000 recruits. The year 1951 also saw the first Waves arrive for training at the Center, which is now the Navy's only Wave recruit training activity. The first group came aboard November 1951.



Last year an even greater expansion of the Center came about with the establishment of a Service School Command. The first service schools—those for yeoman, personnel man, quartermaster, fire control man, radioman and teleman—were all in operation by March 1952.

Since then, gunner's mate, hospital corpsman, dental technician and dental prosthetics technician schools have been added to the nautical campus. The Naval Preparatory School, "Little Annapolis" is also located at the Center.

Today, Bainbridge is a smoothly functioning establishment which each week sends about 1000 young men and women to advanced schools or out to the Fleet.

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

### Alnavs

No. 3—Decreases from 24 months to 18 months the active commissioned service required of lieutenants (junior grade) wishing to apply for acceptance in the Regular Navy under the augmentation program.

No. 4—Announces the convening of a selection board to recommend for temporary promotion to the grade of lieutenant commander line and Staff Corps officers on active duty.

No. 5—Contains message from the new SecNav, Robert B. Anderson, upon his taking office.

### BuPers Instructions

No. 1050.1—Authorizes employment of Navy and Marine Corps personnel in essential activities, such as agricultural and industrial jobs, while they are on leave or liberty.

No. 1085.12—Reissues unchanged in the Navy Directive System regulation stating the Navy will not usually furnish lists of Navy personnel, whether active, retired or Reserve, to organizations or individuals outside the Navy.

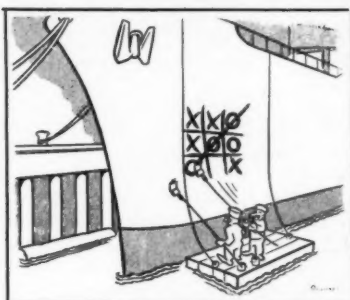
No. 1085.14—Concerns submission by commands of the "Training School Report," NavPers 318.

No. 1085.15—Directs all officers to submit personal photographs for their record periodically as required.

No. 1120.12A—Outlines eligibility requirements and processing procedure whereby Naval Reserve officers and temporary USN officers may be considered for appointment as officers in the Regular Navy.

No. 1120.13—Outlines the opportunities and requirements for career officers from NROTC sources.

No. 1321.1—Delegates authority to



—T. Powers, MSTs Magazine

issue permanent change-of-duty orders to officers with 1300 or 1700 designators to certain major commands.

No. 1326.1—Reissues in the Navy Directive System instructions concerning flight orders for Navy EM's.

No. 1412.4A—Contains a summary of regulations governing the temporary appointment and promotion of Navy and Marine Corps officers on active duty in the grades of lieutenant commander (major) and below.

No. 1414.1A—Sets forth new auditory requirements for sonarmen.

No. 1530.18—Lists texts recommended for study by Naval personnel preparing for the preliminary exam for assignment to the U. S. Naval Preparatory School.

No. 1610.5—Reissues unchanged in the Navy Directive System instructions concerning men on active duty in the Navy who claim conscientious objection to participation in war.

No. 1710.1—Gives the schedule and policy toward organized Navy sports championships during 1953.

No. 1801.2—Contains a general round-up of information on non-disability retirement provisions in existing law for officers of the Regular Navy.

No. 2700.4—Allows commanding officers to employ an assistant mail clerk in training as relief for the regular mail clerk.

No. 3370.1A—Restates qualifications required for officers and enlisted men authorized to test, adjust and repair influence-type mine firing mechanisms.

No. 3571.2A—Requests applications from enlisted and officer personnel for training as U. S. Naval School, Explosive Ordnance, Indianhead, Md.

No. 4830.2—Sets up priority ratings

to insure conservation of metal used in the manufacture of cans.

No. 5000.3—Contains information on the method of procurement, accounting for and administration of Army personnel assigned duty with the Navy.

No. 6000.1—Sets forth internship and residence policy for medical personnel in the armed forces.

### BuPers Notices

No. 1400 (23 Jan 1953)—Informs the naval service of the effect of the current limitations on numbers of officers in various pay grades by amendment to the 1953 Appropriations Act.

No. 1080 (26 Jan 1953)—Discusses errors made in submitting monthly Personnel Diaries.

No. 1321 (6 Feb 1953)—Gives general policy concerning proceed time, travel time and delay allowed on first-duty orders.

No. 1412 (9 Feb 1953)—Announces the selection for permanent promotion to the grade of commander (women) of one officer of the Medical Corps and one officer of the Supply Corps.

No. 1710 (12 Feb 1953)—Sets forth details for All-Navy and Inter-Service basketball championships of 1953.

## Scholarships Offered to Daughters of Navymen

Navymen with daughters of college freshmen age may be interested in a scholarship recently established at a Maryland college. Goucher College, of Baltimore, has created a \$500 resident scholarship for a young woman of the freshman class whose father is currently serving in any branch of the military service.

Further information on this, and other, scholarships may be obtained by writing to the Director of Admissions, Goucher College, Towson, Baltimore 4, Md.

### QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 7.

1. (a) **Stadimeter.**
2. (c) **Measures the distance from one ship to another.**
3. (a) **Civil Engineer Corps.**
4. (c) **Medical Corps.**
5. (c) **Boat boom.**
6. (a) **Prevent the boat from pounding itself against the side of the ship.**



# BOOKS: ADVENTURE AND SATIRE COMPRISE SPRING LIST

SPRING IS HERE and along with it come books on Arctic exploits, traveling in small boats and tales of early and present-day America. Here are reviews of some of the recent volumes selected for Navy men by the BuPers library staff:

• **Draw Near to Battle**, by Jere Wheelwright; Charles Scribner's Sons.

This is a novel—by a WW II Navy lieutenant commander—about an American caught up in Napoleon's Paris in the early 1800s. Rid Howard, who gets involved in a minor plot against the emperor.

Things come to a head when Talleyrand, famed French Minister for Foreign Affairs, arranges an interview between Rid and Napoleon. As a result, Rid is prodded into "volunteering" for service in the emperor's army.

## SONGS OF THE SEA

### The Mermaid

'Twas Friday morn when we set sail,  
And we had not got far from land,  
When the Captain, he spied a lovely mermaid,  
With a comb and a glass in her hand.  
Then three times 'round went our gallant ship,  
And three times 'round went she,  
And the third time that she went 'round,  
She sank to the bottom of the sea.  
Chorus:  
Oh the ocean waves may roll,  
And the stormy winds may blow,  
While we poor sailors go skipping up aloft,  
And the land lubbers lay down below,  
And the land lubbers lay down below.

—Old Forecastle Song



And so, rather than going to prison, Rid becomes a foot-soldier. He serves in several battles, is wounded at Eylau and taken prisoner. The British contrive to keep him as a sort of orderly so that he doesn't fall into the hands of the Russians. From then on, Rid bides his time—all the while planning to return to Napoleon's forces. Read the book to find out how it all turns out.

There is Jere Wheelwright's fourth historical novel. It is well-written, smoothly paced, full of action, intrigue and adventure.

★ ★ ★

• **The Wild Ohio**, by Bart Spicer; Dodd, Mead and Company.

Here's a novel concerning a group of French families who came to America as an aftermath of the French revolution. With powdered wigs and high hope—and a guide named Crosbie—they prepared themselves for the cross-country trip to Ohio where their "estates" were located.

Colonel Duncan Crosbie and fellow-guide Lieutenant Nicholas Blanchard are chosen to escort the French on their arduous trek.

As the day for departure rolls around, an attempt is made to kill Crosbie. Blanchard takes over and the wagon train gets underway.

After many difficult moments, the group makes it to Ohio. But all is not over. There is a bitter, last-ditch fight with the Indians. A traitor is uncovered. And General Putnam has a lot of explaining to do about the many attempts to keep the French from getting to Ohio.

This yarn, based on historical incidents, makes for good reading.

★ ★ ★

• **The Glorification of Al Toolum**, by Robert Aurthur, Rinehart and Company.

Alfred Toolum, husband of Emily Toolum, father of Herman, 12, Sherman, 9, and Little Louie, 5½, is a workaday citizen. Forty, with a nice income, an aversion to television, a love of bowling, and a liking for family outings, Al is pretty settled.

Then it happens. Son Sherman enters his father in a "Yankee Doodle" contest, the winner of which would

be the "most average American" of 1952. Needless to say, Al wins.

There follows his TV debut, his appearances on programs of many sorts, his brush with the State Department, his involvement with the "League to Free the Pacific Peoples," his embarrassing dealings with various manufacturers whose products he is asked to endorse.

There's more than a little satire in this book. It's written in a breezy style sure to catch—and hold—the Navyman's eye.

★ ★ ★

• **Arctic Solitudes**, by Admiral Lord Mountevans; Philosophical Library.

Tackling his task chronologically, Lord Mountevans begins with references to the ancient Greeks and Vikings, continuing with the efforts of Frobisher, Davis, Hudson and others down through the twentieth century.

You'll read about Davis' idea to take musicians along with him to make friends with the Eskimos, back in 1586. You'll learn of Franklin's tragedy, the exploits of Admiral Peary, Rasmussen, Amundsen and many others.

Drawing extensively on the accounts of other Arctic explorers, Lord Mountevans has woven an interesting volume.

★ ★ ★

• **Wanderlust**, by Hans de Meiss-Teffen and Victor Rosen; McGraw-Hill Book Company.

When Hans de Meiss-Teffen was a youngster he bet his brother, Gottfried, that he'd sail across the Atlantic alone before he was 40.

He purchased a small boat, later selling it to take a half-interest in a larger vessel, becoming skipper in the bargain. Thus his adventures really began.

His wanderlust took him to Greece, Israel, finally Africa—where he achieved another ambition, he killed a lion.

When war broke out in Europe, his carefree wandering was over—for a time. Before long he found himself outfitted with a boat to sail to Africa and relay to the Germans word of Allied shipping, military information and the like. But little information of value was passed on to the Germans, for Hans was really working with the British!

When the war ended, he once more got around to his plan of sailing to America alone. You'll enjoy reading of Hans' travels and adventures.

# PRISON CAMP ESCAPE: 1918



## MEDAL OF HONOR THRILLER

A heroic Navy lieutenant, captured when his ship is torpedoed out from under him, fights his way to freedom from a German prison camp to tell this stirring saga. From *A History of the Naval Transport Service* by VADM Albert Gleaves.

LT Edouard V. M. Izac

When a German U-boat sank an American vessel during World War I, one of the first things the enemy commander did when he brought his craft to the surface was to look for survivors, in the hope of extracting from them valuable information about other convoy operations.

Thus it was that the submarine U-90 which had just put three torpedoes into the troop transport *President Lincoln*, sending that ship to the bottom 500 miles east of Brest, France, then proceeded to pick up Navy Lieutenant Edouard V. M. Izac, USN.

But Lieutenant Izac proved more than a mental and physical match for the foe. Not only did the Germans learn nothing from him, they couldn't even keep him prisoner in the innermost recesses of Germany. And, as the following pages will show, the American naval officer learned a great deal about the U-boats.

This is also an account of how Edouard Izac won his nation's highest award, the Medal of Honor, for a feat which led from the U-90, through two of Germany's toughest prison camps, a brutal beating and deprivations, several unsuccessful attempts to escape and finally—a successful flight to freedom from a prison camp at Villingen located in the remote southwest corner of Germany.

It is a story of determination, of iron will and a low regard for personal safety, told with marked understatement as befits an official report to the then Secretary of the Navy Josephus Daniels. The account is excerpted and freely arranged from a chapter in the book *A History of the*

Naval Transport Service by Vice Admiral Albert Gleaves, USN.

We pick up the narrative as Captain Remy, the U-boat commander, cruises his submarine at periscope depth around the area of the sinking, looking for other officer-survivors. This is Lieutenant Izac speaking shortly after being taken aboard the German submarine:

**E**ARLY in the morning a radio was intercepted [aboard the U-boat] stating that the survivors of the *President Lincoln* had been picked up and that only a few were missing [of which I unfortunately was one]. That afternoon we sighted two American destroyers. They were so far away that the Captain thought that by heading away he could avoid being seen. He did not reckon, however, on the keen eyesight of the American lookouts. The destroyers instantly sighted him and gave chase.

We quickly submerged and a few minutes afterward we felt depth bombs exploding all about us. Twenty-two bombs were counted in four minutes; five of them were very close, or seemed so to me, for they shook the vessel from stem to stern. To escape them we were making our best speed, zigzagging, and apparently doubling back on our course. The petty officer at the microphones, listening to the propellers of the destroyers, reported continuously whether they were getting closer or farther away to the [U-boat commander], who was in the conning tower.

Reprinted from "A History of the Transport Service," by Vice Admiral Albert Gleaves, USN, published in 1921 by Doubleday & Company, Inc., New York, N. Y. In public domain.

## PRISON CAMP ESCAPE: 1918

Soon they could no longer be heard, but we remained submerged at a depth of sixty meters for about one hour longer. Then Captain Remy brought his boat to the surface and continued cruising up and down at five knots speed.

The following morning, June 2nd, another American destroyer was sighted, but so far away that we were not seen. [The Captain] felt that things were getting too warm for him in that vicinity and he intended to return to his base. We headed northwest and continued along the west coast of Ireland all that day and the next.

On the 6th of June we passed along the coast of Norway. The next day we got in touch with another U-boat which was running short of fuel. Her Captain was on board that night and talked a while with Remy before returning to his boat lying a few hundreds yards away. It was rather rough, so he did not take fuel from us but said he would try to make Kiel with what he had.

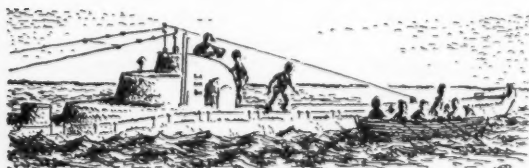
The following day, June 8th, we passed to the northward of Jutland into Skagerrack, hugging the Danish coast. That morning we fell in with another U-boat, and for three hours both submarines maneuvered at high speed over a measured course between a lighthouse and a fixed buoy. (In submarine navigation, especially when maneuvering into position to attack, accurate data as to what speed is being made according to engine revolutions, is important, and these submarines were evidently engaged in checking their standardization curves.)

On June 9th we continued on our way and about 11:00 P. M. I was allowed on deck to smoke. I found we were in a little bay apparently with the lights of Sweden on one side and those of Denmark on the other. Although the sun had long since set, it was still twilight. (At that time of the year there is practically no night in this latitude — at least no real darkness.) We were at a submarine rendezvous, because I saw a second submarine about a quarter of a mile away and another soon came to surface, making three in all.

Finding that I was not far from a neutral country, I determined to try to make a getaway.

I had my life jacket which had never been taken from me and was hoping that it would get dark enough so that I could not be seen in the water. While I was moving over to the platform abaft the conning tower a German destroyer was sighted bearing down on us from the east at high speed. She was making the rendezvous in order to escort us through the Sound.

Just as I was planning to slip over the side, Remy, who was never more than two yards from me, ordered me below. Before I passed through the hatch, I took one last look around and saw that the destroyer was placing herself at the head of the column and we were proceeding westward. Early the next morning I was on deck and found that we had passed into the Baltic and were heading in a southwesterly direction.



We entered Kiel harbor, which was protected by a net, at 3:00 P. M., June 10th, and tied up at a landing near the entrance to the canal. Here I was allowed to go ashore for a few minutes' walk with one of the officers and I noticed probably a dozen destroyers in the harbor and about eight submarines of the same type as the U-90. In addition to these there were two large submarines probably 350 feet long, each painted a dark green and mounting a six-inch gun forward. These, Remy told me, were the new mine layers. At seven o'clock we shoved off and in company with another submarine proceeded down the canal.

When I came on deck the morning of the 11th, we were in Heligoland Bight. A Zeppelin was patrolling over head; and about nine o'clock we passed a division of battleships, two of them being the *Grosser Kurfurst* and *Konig II*. They were sailing north at high speed, escorted by four large destroyers.

After passing through the locks at Wilhelmshaven we tied up alongside the mother ship *Preussen* and I was sent on board of her and put in a room with a barred port, the door locked and an armed sentry placed outside. We were lying in some back water from which it would be impossible for me to escape to the mainland; even had I done so I would have had to pass through the "most intensely guarded city of Germany," as they call it. One of the German officers told me it was practically impossible even for him in uniform to get out of Wilhelmshaven without passing through an enormous amount of red tape.

The U-90 is a submarine built in 1916, approximately 200 feet long, carrying two 10.5 c.m. guns — one forward and one aft of the conning tower. Captain Remy boasted that he could make 16 knots speed on the surface, and that he had demonstrated the superiority in speed that German submarines have over American submarines when, some time previously, he had had an encounter with the L-4; that they had maneuvered in trying to get a shot at each other; that both submerged two or three times; and that finally he was able to fire a torpedo at the American submarine after getting into position, owing to his superior surface speed; that just as he was firing, the L-4 dove and his torpedo passed a few feet over her.

While I was aboard we never submerged to a depth greater than 70 meters, although Captain Remy told me he could go to 100 meters. That last day, while passing through the Kattegat, when we were submerged for over 10 hours, we traveled most of the time at a depth of 70 meters. He seldom made more than eight knots speed submerged — I doubt if he could make much more. He carried a crew of 42 men and four officers. Another officer, Kapitän-Leutnant Kahn, was aboard for purposes of instruction, having had his request granted to command a submarine of his own.

The submarine rolled a little in the Atlantic, though we had no very rough weather. In the North Sea the choppy seas seemed hardly to affect it; and under the surface there was no sensation of being in motion. The air inside the submarine when we were submerged on the last day for ten hours was becoming disagreeable. However, several tanks of oxygen were carried which Remy told me he would use in case of necessity. The watertight doors between the different compartments were kept closed at all times after entering the North Sea. The officers and crew smoked in the conning tower or on deck, but nowhere else. The wardroom was about six feet wide and seven feet long. Here we ate at a small table, and in the

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lockers along the bulkhead the wardroom food was kept.

A little wine was carried for the officers, who also had eggs two or three times while I was on board. They had sausage at every meal, canned bread and lard, which they called marmalade and used on their bread. Remy told me, however, that the people on the submarines were the only ones who had an unlimited amount of meat and the like. We had practically four meals every day; at 8:00 A. M., breakfast; at 12:00 o'clock noon, dinner; at 4:00 P. M., what they called "Kaffee," and at 8:00 P. M., supper, but practically every meal was the same, at least until we had the fresh mutton shot on North Rona Island. "Kaffee" at 4:00 P. M. apparently corresponded to our tea, but the sausage (or, as they call it, "Wurst") was placed on the table every meal.

After supper every night we played cards, sometimes bridge and sometimes a new game, with the secrets of which I was soon acquainted. Captain Remy tried in every way possible to make things pleasant for me, and when I asked an impossible question he invariably told me he did not think he ought to answer, so I have great confidence that what he did tell me was the truth.

\* \* \*

I was in my prison room on the *Preussen* two or three days. Twice I saw the Commanding Officer, who brought me a toothbrush and a comb. Remy came to see me twice before he went on leave and gave me cigarettes. He also changed into German money a \$5 bill which I had found on my clothes. I had him get me some toothpaste and a few other toilet articles.

After the two visits from the Commanding Officer of the *Preussen*, I saw no more of him, and he apparently left my rationing and entertainment to my guards. Sometimes they brought me food and sometimes they didn't.

Finally I was taken to the prison on shore, to what they call the Commandatur. I was escorted through the streets by a warrant officer wearing side arms and a guard of about four men. We landed from a launch and walked rapidly through the streets for about 45 minutes. At the Commandatur I was placed in a room which opened off a corridor. There was a guard in the corridor outside of my door; the door was kept locked at all times and there was another guard outside my window. The guards were armed with rifles which I noticed they kept loaded. Here they searched me and took my identification tag. They also took my gun and left me my binoculars. Up to this time I had had my gun. On board the submarine I cleaned, oiled and loaded it, keeping it on Remy's desk.

I was in prison at Wilhelmshaven two days. A naval officer visited me twice and questioned me. My food was the same as it had been on the *Preussen*. At 5 o'clock the morning of the third day a young naval officer and two men came for me and took me to the station, where we boarded a train for Karlsruhe. It was then I realized how fortunate I was to have the \$5 bill, for I had nothing to eat on the trip except a sandwich which the officer gave me from his lunch. However, at the station in Hanover he allowed me to buy a meal when he found that I had some money.

I was the only American at Karlsruhe, but the British and French treated me as one of themselves, and when they heard I intended to escape they provided me with maps, a compass, money and food. For two weeks I worked on plans for my escape. Two plans failed; the third (in which I was associated with some British and French



**HAPPY SURVIVORS** of President Lincoln group together aboard USS *Warrington* which came to Lincoln's relief.

officers) failed when a letter written by one of the French officers to a woman in Karlsruhe fell into the hands of the Commandant of the camp. The aviator had been in Karlsruhe before the war and had many friends there. Through one of the guards he had communicated with one of these, a woman, and she had assisted in our plans. When the Commandant found the letter he suspected a big camp delivery, so Berlin was notified immediately. The following day orders came from Berlin to clear the camp of all officers.

I had no regret in leaving that camp for I felt that I could not be much worse off, and I might possibly find conditions better at the next camp. Besides, we considered a journey the best time for attempting to escape. At Karlsruhe we had no breakfast. At noon we had soup made out of leaves, and a plate of black potatoes or horse carrots, or something similar. At night the same kind of soup again, and that was all, except the 240 grammes of black bread which we received every day.

At Karlsruhe I spent about three weeks and in all that time the soup was never changed. It was absolutely tasteless. It was hardly possible to exist on that ration, but the British and French Red Cross Committees had enough food to considerably ameliorate conditions. The French Committee had orders from France to take care of Americans, and while they had very few supplies, I was given what they did have in like manner to their own countrymen.

The morning I left Karlsruhe, I noticed that all the Serbians and about 20 Frenchmen who had come in the night before, were also leaving camp. They were guarded by four sentries. I had two. I was marched through the town to the station and on to the train. The guards then told me we were bound for Villingen and would get there about 3:00 P. M. I saw a timetable and planned to jump from the train at the first opportunity, but preferably as far south as possible in order not have so far to walk to reach the Swiss frontier. But never once had I the least opportunity of breaking from the guards. They sat on either side of me with their guns (which were loaded) pointed at me at all times. Finally we were only a few miles from Villingen, the train had already reached and passed the crest of the mountains and was on the down grade making good speed. I knew it had to be now or not at all. So watching my chance I caught one guard half dozing and the other with his head turned in the other direction, and jumping past them I dove for the window. It was very small, probably 18x24 inches. On the outside of the car there was nothing to land on so I simply fell to

## PRISON CAMP ESCAPE: 1918

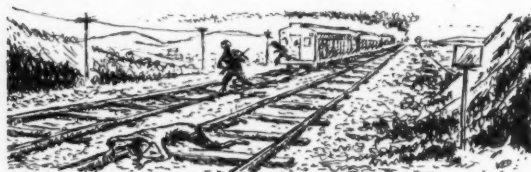
the ground. Just as I disappeared, the guards who had been wondering what it all was about, jumped to their feet with a shout and pulled the bell cord. The train came to a stop about 300 yards farther on.

In the meantime I had landed on the second railway track. The ties were of steel and in falling I struck my head on one and was stunned for a few seconds. But the injury that did the damage was to my knees which struck another tie and were cut so badly that I could not bend them. I struggled to my feet and tried to shuffle off towards the hills and forest a few hundred yards away. But by this time the guards were out of the train and firing at me. I kept going as long as I could, and then turned around and found that the guards were only 75 yards away, so I held up my hands as a sign that I surrendered. One of the guards had just fired. The shot passed between my hat and shoulder, and had they continued firing they must surely have hit me. When I turned they were on me in a few seconds. The first guard beat me with the butt of his rifle as I half lay and half sat on the side of the hill. I remember rolling down hill, gaining additional impetus from their boots. They kicked me until I got up, and when I was up they knocked me down again with their guns. I noticed many people working in fields who came over to look on. Finally in knocking me down the seventh or eighth time one of the guards struck me and his gun broke in two at the small of the stock. Villingen was about five miles away. They marched me down the road at as near double time as I could make shuffling along. They were beating and kicking me continuously. We finally arrived at the prison camp and I collapsed on the guardhouse porch. I was greeted by the Commandant, a porkish looking individual and typically Prussian, who bellowed at me in German that if I attempted to escape again I would be shot. An interpreter told me what he said. They sent for the German doctor and he bandaged me from head to foot with the paper bandages they use.

Then I was put on a bed in one of the guardhouse cells. For three days I could not move and the vermin that infected the place made it almost unbearable. Later, when I had recuperated enough to move my arms and upper body, I was able to keep most of the vermin away while I was awake.

About my sixth day in the cell, I was given a court-martial, or at least I would call it such. There were three officers, and after questioning me they decided that I should be given two weeks' solitary confinement in my cell. They never stopped the food and books that the American officers sent into me, so I was not so badly off as I might have been. When I came out of the cell, however, I weighed only 120 pounds — I had lost 30.

Thereupon I began to consider fresh plans for escape. Thanks to Red Cross food, I built up and got myself in good physical trim. Three plans failed due to treachery.



There must have been some spies among the Russian officers; who gave our plans to the Germans. We were very much handicapped there because all the orderlies were Russian and the Russian officers themselves included every variety from the regulars captured in 1914 to some Bolsheviks. We could trust no one. Our own officers included more than 25 combatants, about 20 doctors and five merchant officers taken by the raider *Wolf*.

The Germans had finally decided to make Villingen an exclusively American camp. On October 7th all the Russian officers were to be shifted to the north of Germany. We knew that meant a thorough search for the following day. Once before we had undergone a search but fortunately the Germans were deceived by the exemplary conduct of the men in my barracks, and passed us by. I had a complete set of tools, over 100 large screws taken from all the doors in the camp, and four long chains made out of wire, which, a few days previously, had enclosed the tennis court. All these things were necessary in almost any plan of escape that we might devise, and I could not afford to lose them. In the other barracks they found several compasses, maps and other contraband. On one aviator they found a map sewed inside the double seat of his trousers. This cost him six days' solitary confinement. But we had suffered one disaster in this search: that was the loss of our material for ladder building which we had prepared out of bedslats after prolonged efforts.

On Sunday, October 6th, the day before the Russians were to leave camp, I called a meeting in my barracks of the 12 other officers whom I knew were interested in getting away. I insisted that we go that night. Our plan was to try and go over or cut through the fences in different parts of the yard simultaneously. We divided up into four teams. I had the first team, consisting of two aviators and myself; Major Brown the second team, consisting of one of the aviators and two infantry officers; Lieutenant Willis of the Lafayette Escadrille the third team, consisting of three other aviators; the fourth team was composed of two aviators who decided to go at the last minute.

The defensive works of the camp consisted first of the barred windows in the barracks, which ran along parallel to the outer fences; then a ditch filled with barbed wire and surmounted by a four-foot barbed wire fence. This was about eight feet outside the line of barracks. About seven feet outside the ditch was the last artificial defense—a barbed wire fence about eight or ten feet high with top wires curved inward out of the vertical plane of the rest of the fence. This was to prevent any one from climbing up and over, which would have been simple with a fence straight up and down. Outside the outer fence was a line of sentries about one for every 30 yards, and inside the yard there were two sentries who patrolled at their discretion.

The plan of the first team was to cut the iron grating of the window in my barracks and launch a bridge through the opening out to the top of the outer barbed wire fence. We were to then crawl along the bridge and drop down outside the wire. The second team had wire cutters and were to cut through the outer wire. The third team were to go out of the main gate with the guard off duty when it rushed out in pursuit of the other teams. The fourth team were to build a small ladder and climb over the outer fence.

At 10:30 the barracks lights were turned out as usual. Shortly afterwards the signal was given and a team con-

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sisting of doctors threw the chains and short circuited all the lighting circuits in the camp.

I have never been able to find out how the other teams fared, except to know that Willis of the third team and one of the fourth team got out of the camp. My team was more successful. The night before one of the officers and I stole out to the tennis court and brought into my barracks the two long wooden battens used as markers. We hid them under the beds. They were about 2½ inches wide, one inch thick and were 18 feet long. I had my eye on them for a long time because they were the only things in the camp to reach from the window ledge to the outer barbed wire fence. They were very light and of course would not hold any weight, but I had a plan to remedy that. Two Army officers who did not care to go were to launch the bridge through the window to the outer fence, leaving the three-foot overlap on the inboard side. When we crawled over the bridge they would then put their weight on the ends that overlapped and this would neutralize the great bending moment at the middle of the span.

I had stolen Red Cross food boxes and with the boards from these I made little flats which when screwed to the long battens (nailing would have attracted the guards) would make a very passable bridge. In the afternoon one of my team and I cut and filed the grating in my window. It had to be done when the guards were at the end of their beats outside, but we finally finished by dark. After last muster at 7:00 P. M. we began on the bridge and finished it by 10:00 o'clock. I then blackened it with shoe blacking so it would not appear white in the darkness.

As the lights went out the bridge was thrown across and the smallest in the team of three crawled out. I was second, the heaviest man third. When the bridge struck the outer fence, the nearest guards ran to the spot singing out: "Halt! Halt!" As the first man reached the end of the bridge and dropped to the ground outside, I was beside before he could straighten up and coaching him I dashed past the guards, who were then within a few feet of us preparing to fire. As we passed them they fired and the flash of the gun on my right almost scorched my hair. Then I heard the third man jump to the ground. We continued to run directly away from the camp and the whole side opened fire. Although the bullets were singing all around us, we were not hit. By our thus drawing fire, the other teams had a fine opportunity to cut their way out.

A few minutes later the guard of about 40 men sleeping in the guardhouse rushed out of the main gate in answer to the firing, and Willis came out with them, was fired on, but finally kept his rendezvous with me about two miles away. Knowing that in a few minutes the battalion of at least 300 men, together with hounds, would be on our trail, we headed across country and put several miles between us and the camp. We continued thus for six days and nights, walking mostly in the night time, never on roads and bridges, which are patrolled, but through the rivers, fields and mountains, and finally on the seventh night we came to the Rhine.

We had travelled about 120 miles, although the distance as the crow flies is perhaps only about 40 miles. We had a little food in our pockets, but lived mostly on the raw vegetables in the fields. When we came to the Rhine we spent about four hours trying to get past the sentries, and finally had to crawl the last half mile on our hands and knees down the bed of a mountain creek.



**SURVIVORS** of sunken *President Lincoln* shown drifting in boats and rafts. Vessel was sunk in May 1918.

About 2:00 A. M., Sunday, October 13, we were crouching in the water at the mouth of this creek where it flows into the Rhine. The hardest fight was still before us. In whispers we discussed the next move and then took off most of our clothes. As we stepped farther out, the current caught us and swept us away. The stream at this point is 200 meters wide and has a current of 12 kilometers an hour. The water was like ice, but when I had been carried to the center of the stream I couldn't get out. After fighting for ten minutes, I made one last effort and managed to get past the worst of the center, and then just as the last of my strength had gone my feet touched the rocks.

I was then in Switzerland. After a rest I crawled up the bank and in a few minutes found a house, where I was taken in and put to bed. The next morning I was turned over to the gendarmes. They had also located Willis in a house about three miles further down, where he found himself after his swim.

The Swiss were elated when they heard we were Americans. They took us to Berne and turned us over to the American Legation on October 15th.

**TWICE** imprisoned, LT E. V. M. Izac, USN (seated, right), escaped, bringing back vital intelligence information.





# TAFFRAIL TALK

WITH this issue, the editorship of ALL HANDS changes hands. Lieutenant Commander Francis C. Huntley, USNR, relieves Lieutenant Commander Charles J. Nash, USN, who is retiring from the service after 31 years.

Our new editor, an LST skipper during World War II, comes to the magazine from two years' duty in the Far East where he was executive officer of the fleet oiler USS *Manatee* (AO 58).

The retiring editor, Lieutenant Commander Nash, has earned his relaxation. Enlisting at the age of 18, he worked his way up the ladder to his present rank through duty in such ships as the battleships *West Virginia* and *Wyoming*, the cruiser *Portland*, the repair ship *Vestal* and the submarine tender *Canopus*. His roughest time probably came when he was a 20 mm. battery officer aboard the carrier USS *Kalinin Bay* (CVE 68) when his ship came under attack by several *Kamikaze* planes, shellfire and torpedo attack from the Japanese fleet during the Battle of Leyte Gulf.

And if you have a Rope Yarn Sunday afternoon to spare, get him to tell you about his adventures aboard the frigate USS *Constitution* when "Old Ironsides" was being shown to the public on both coasts of the U. S. in the early 1930s.

Commander Nash and his family will make their home near Puget Sound up Seattle way where he says he's not going to do anything but "sleep, eat, fish, hunt—and read ALL HANDS!"

\* \* \*

This month, the magazine will also feel the loss of two other veteran staff members, Chief Journalist Ernest J. Jeffrey, USN, and one of our artists, Thomas "Pat" Patrick, DC1, USN.

"Jeff," well-known to many of our readers as the ALL HANDS sports writer, has done feature articles and many of the "fixtures" such as "Way Back When" and "How Did It Start?"

We can even go so far as to say that ALL HANDS permanently affected Jeff's career. It happened this way.

In 1948, his enlistment up, Jeff decided to return to civilian life and the newspaper job he left. But when he appeared at the Executive Officer's office, his discharge papers ready for signature, the exec told him that orders had arrived just that morning sending him to ALL HANDS.

That looked pretty good to him, so as Jeff says, "I had my discharge papers retyped, added 'for the purpose of reenlisting,' and here I am!"

\* \* \*

Patrick, whose smooth lines and clean brushwork have brightened up many of the magazine's cartoons and illustrations during his three years with us, has had a varied background which includes three years as a frontline soldier island-hopping with General Eichelberger's Eighth Army during the Pacific campaign.

But even in the steaming jungles and dank beachheads, it seems, Pat's skill with pad and pencil came in handy. He helped draw intelligence maps for invasions made by the Eighth Army from New Guinea and Morotai through the Philippine campaign.

In 1947, Pat switched to the Navy "because I was practically a sailor anyway riding all those landing craft on invasions," and did duty with naval aviation at Guam and Whidbey Island near Seattle before joining the ALL HANDS art department.

*The All Hands Staff*

# ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

**PERSONAL COPIES:** This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.25 a year, domestic (including FPO and APO addresses for overseas mail); \$3.00, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

**DISTRIBUTION:** By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Ice-encrusted USS *Toledo* (CA 133) and CVA, in background, battle the elements as well as the enemy off Korean coast. *Toledo's* scheduled for Stateside overhaul.



# **YOU MAKE YOUR CAREER**



# **YOUR CAREER MAKES YOU**

**When you choose the Navy, you choose  
a career with a future. . . . Training,  
advancement, technical skills, experience,  
travel, health care, good fellowship, and  
retirement plan. . . . Keep sight  
of your goal and take advantage of  
these opportunities. . . .**



